MICROFILM

START OF ROLL

ROLL NO.

130

Construction Contracts

Begins #: 6852

#6852 continues from reel 129

ER-124(2) Bonner Mt. Sec., FAS 864 1966
(Grading)
#6852

C4A—3066

ER, Benton Co

NOTED
P. B. Arensmeier

NOTED
H. S. COX

October 17, 1966

Mr. Curtis G. Kunzen
County Engineer
County Courthouse
Corvallis, Oregon

Re: BR-12h(2)
Bunner Mt. Section
FAS 661

Dear Curtis:

Would you please send us a copy of the document describing the area the County acquired for the subject project. Some or all of this area was acquired from Zan and Ethel Clawson.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Engineering Assistant

RHR

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
OCT 5 - 1966
FOR FILING

ED-124 (2)
6852

October 4, 1966

Aetna Casualty and Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6852 awarded to Joe B. Wheeler for grading on the Bonner Mountain Section of FAS 864 in Benton County was completed on August 31, 1966, and accepted by the Highway Commission on September 29, 1966.

Final payment in the amount of $2,747.00 will be released to the contractor after October 11, 1966. The total contract amount is $48,375.95 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gc

cc: Mr. Joe B. Wheeler
77 Elwood Drive
Eugene, Oregon 97401

Mr. Mack Follmer
170 12th Avenue West
Eugene, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 30 1966
FOR FILING

ER-124(3)

6852

September 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 31, 1966, on Contract No. 6852. The contract was with Joe B. Wheeler and was for grading on the Beaver Mountain Section of FAS864 in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 29, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Kilboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

ER

Form PR-33 (Rev. 4-62)

cc: OSHD (Klabee)
OSHD (Edwards)
Region
Wash DC

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL CONSTRUCTION INSPECTION REPORT
~~INTERMEDIATE CONSTRUCTION INSPECTION REPORT~~
(PPM 20-6)

Region No.	Report No.	County	State
8	3	Benton	Oregon

Date of inspection	Inspection made by	Project No.
9-1-66	Glenn K. Hossner, Area Engineer	ER 124(2)

In company with
*See below

Quality of work	Progress of work	Time elapsed	Work completed	Est. compl. end of month
Satisfactory	Satisfactory	77/80-96 %	99 %	%

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

* E. E. Larkin, Benton County Judge
M. S. Hawkins, County Commissioner
A. L. Strand, County Commissioner
R. Bancroft, Asst. County Engineer
G. W. Wimer, Asst. Division Engineer, OSHD
L. L. McIntyre, Resident Engineer, OSHD

NOTED E.B. KLABOE

NOTED R. L. PORTER

RECEIVED SEP 23 1966 ENGINEER COUNTY & CITY DIVISION

SUMMIT - HOSKINS COUNTY ROAD
BENTON COUNTY
FAS Route 864, MPs 2.2 to 4.6 and 7.6

All work provided for under this ER project has been completed in substantial conformance with governing plans and specifications with the exception of the work provided for under State Force Order No. 1 and County Force Order No. 2. The formal contract work was completed on August 31, 1966.

State Force Order No. 1 provides for seeding and mulching of cut fill slopes. This work was estimated to cost approximately $500. Work remaining to be done under the County Force Order consists of hauling and placing base rock over the previously constructed subgrade. This order has been approved in the amount of $3000. It is anticipated that the work covered by these orders will be completed within the next 10 days or 2 weeks. Work accomplished under these orders will be inspected on my next regularly scheduled inspection trip to this area.

Random measurements were made of the constructed width of the roadway subgrade and drainage facilities with no significant plan deviations.

Extra Work Orders Nos. 1 and 2 which provided for construction, flagging, and temporary signing were not used. These were anticipated items and the orders were written as a matter of routine.

9/22/66 Copies to Young Cabelny Cot Mac Intyre Dr

(more)

RECEIVED SEP 21 1966 OFFICE OF STATE HIGHWAY ENGINEER

The final contract cost will be approximately $48,400. This is a 12% underrun of the original contract amount. This underrun was due primarily to an underrun in the unclassified excavation. This item underran approximately 14.5%.

The final report will be submitted upon completion of the above-mentioned force orders and submission of necessary supporting documents.

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bonner Mountain		WEEK ENDING: September 10, 1966
		SECTION PREFIX: 502-1071
HIGHWAY: FAS 864		COUNTY: Benton
NAME OF JOB: Bonner Mountain	KIND OF WORK: Grading	
CONTRACTOR: Joe B. Wheeler	CONTRACT NUMBER: 6852	FEDERAL AID PROJECT NUMBER: ER-124(2)
DATE OF CONTRACT: June 1, 1966	DATE WORK STARTED: June 6, 1966	ESTIMATED COMPLETION DATE: Aug. 31, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 80	CALENDAR DAYS USED: 78
PROJECT AUTHORIZATION: $ 62,538.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 58,091.55	ENGINEERING AUTHORIZATION: $ 4,447.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 48,875.95	ENGINEERING COST TO DATE: $ 3,740.93	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 16 %	PERCENT OF AUTHORIZATION: 84 %	DATE PROJECT WAS COMPLETED: August 31, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17				
MILES PARTIALLY COMPLETED	0.17				
MILES COMPLETED	0.17				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	127,500 cy				
TOTAL QUANTITIES CORRECTED TO DATE	109,000 cy				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	109,000 cy				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Moreland
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 12 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

FINAL REPORT

This project has beam recomended for acceptance on aug. 31st, 1966.
The Semi-final Estimate is being sent in.

SIGNED L. L. Macintyre LOCATION Corvallis, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 8 - 1966
FOR FILING
JUDGE
E. E. LARKIN

BENTON COUNTY COURT

CORVALLIS, OREGON
97330

COMMISSIONERS
MELVIN S. HAWKINS
A. L. STRAND

September 2, 1966

6151

Prefix
500-1071

Mr. Gerald Wimer
Assistant Division Engineer
405 State Highway Building
Salem, Oregon 97310

Dear Sir:

We, the Benton County Court, find the construction job on Bonner Mountain satisfactory and acceptable.

Thank you.

Very truly yours,

BENTON COUNTY COURT

E. E. Larkin
County Judge

Melvin S. Hawkins
Commissioner

A. L. Strand
Commissioner

sdc

NOTED
FLOYD QUERY

FORM 734-2001 4-1966

SEP 1 4 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

(2)

6452

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 31, 1966, on Contract No. 6852, Bonner Mountain Section, in Benton County, in connection with Federal-Aid Project No. ER-124(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 9-8-66

Conditions noted on above date:

Contract work was inspected and accepted by this office on September 1, 1966.

GKH

A. W. Parsons
Division Engineer

Rec'd it Young 9-13-66

By: ME Martin
M. E. Martin
District Engineer

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 88649

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-11-66	CC 1029		520-1 1-67

NOTED H. S. COX

RECEIVED AUG 11 1966 ENGINEER COUNTY & CITY DIVISION

NOTED R. B. Avensmeier

- Benton County
- County Courthouse
- Corvallis, Oregon
- Benton County Court

MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			12,500.00
Partial transfer of advance deposit for the Bonner Mountain Slide Section, F-S 86(4). Covered by agreement dated March 11, 1965.			7,500.00
Amount to be retained			5,000.00

NOTED RICHARD UNREIN

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED HAROLD REYNOLDSON

NOTED R. H. PRANGE

NOTED DON HA[illegible]

NOTED V. D. [illegible]

Form E-208—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
AUG 5 1966 W E Martin
Title Dist. Engineer

Project Name Bonner Mountain Date July 29, 1966

Highway FAS 864 Contract No. 6852

County Benton Prefix 502-1071

Contractor Joe B. Wheeler F. A. Project No. ER-124(2)

Address 77 Elwood Drive, Eugene, Oregon 97401 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Flagging - State Share

Location by station numbers: Throughout project.

Estimate of quantities and cost: State share $200.00

Flagging not listed in original authorization

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Contract provides that the state shall bear 57½% of flagging costs, and State industrial accident commission agent has indicated that some flagging may be necessary under certain conditions.

None of this work has been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 62,538.75	
Present estimate of project cost, including $ 200.00 for work under this order	$ 62,538.75	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ L. L. MacIntyre, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

EP-E231-711

Young 8-12-66

RECEIVED
JUL 22 1966

FOR FILE
ER-124(2)
6152

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 20, 1966

Salem, Oregon

SUBJECT: County FAS advance deposits
Benton & Polk Counties

To: Mr. C. H. Maison
Controller
o f f i c e

Attention: John G. Herr

NOTED
F.B. KLABOE

Advance deposit checks in the amount of $20,000 from Polk County and $10,200 from Benton County have been received and forwarded to you.

Benton County's check of $10,200 is the remaining amount due on a total advance deposit of $12,500 required for the Bonner Mt. Slide Section on FAS 864, ER 124(2). The County previously deposited $2,300 in May in order to award the contract.

Polk County's check of $20,000 is an advance deposit on the Mill Creek Bridge Section, FAS 907. This project is scheduled for the September 1 bid letting at an estimated amount of $100,000 and the county chose to deposit its check in anticipation of this amount and in spite of the fact of being informed that this procedure is against our policy. If you wish the check returned to Polk County for safe keeping until they are notified that it is needed after bids are received on September 1 please advise.

Robert H. Prange

Robert H. Prange, Field Engineer
County and City Division

RHPimr
Att.

cc: F. B. Klaboe
L. H. Young

STATE H

STATE COPY

Form A-108—826

APPROVED
Contingent upon modification of project agreement if additions (Gl-Nare required.
JUN 21 1966 By ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Bonner Mountain Date June 14, 1966

Highway FAS 864 Contract No. 6852 F. A. Project No. ER-124(2)

County Benton Prefix 502-1071 Account No. 224 and 238

Description of Work To Be Done:

Grass seeding, fertilizing and mulching to be done by State Erosion Control Crews on cut and fill slopes throughout the project as erosion control and roadside protection.

Location by Station Numbers:

As required between stations 15+00 and 24+00

Estimate of Quantities and Costs:

2 Acres seed and fertilizer at $75.00 per Acre	$150.00
2 Acres mulching at $175.00 per Acre	$350.00
Total	$500.00

Explanation: State is equipped to perform work with specialized equipment with substantial savings in public funds.
These funds have been included in the authorization.
This work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 62,538.75
Present estimate of project cost, including $ 500.00 for work under this order	$ 62,538.75
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. L. MacIntyre
L. L. MacIntyre — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry — Division Engineer

Approved: /s/ L. H. Young — Office Engineer.

Expenditures not approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form B-500—67

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUN 21 1966
GL-P
By ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonner Mountain Date June 14, 19 66

Highway FAS 864 Contract No. 6852

County Benton Prefix 502-1071

Contractor Joe B. Wheeler F. A. Project No. ER-124(2)

Address 77 Elwood Dr. Eugene, Oregon 97401 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Providing, furnishing, constructing, installing, maintaining and removing "Guide Signs."

Location by station numbers:

Throughout the project as needed Station 15+00 to Station 24+00

Estimate of quantities and cost:

Project authorization allows $150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was anticipated in original authorization. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$62,538.75
Present estimate of project cost, including $150.00 for work under this order	$62,538.75
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approval Recommended: ..... Division Engineer

Approved ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

approved 7-5-66

RECEIVED
JUN 14 1966

FOR FILING

Form CD-121 (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6852

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 9, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-124(2)
Bonner Mountain Section
Grading

As requested in Mr. Young's letter of June 2, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 1, 1966 in the award of contract No. 6852 to Joe B. Wheeler, of Eugene, Oregon, low bidder in the amount of $54,940 at the May 19, 1966 bid opening.

RECEIVED 10
By Asst. State Hwy. Engr.
6-13-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 27 1966
FOR FILING

ER-124(2)

6852

June 1, 1966

Mr. Joe B. Wheeler
77 Elmwood Drive
Eugene, Oregon

Dear Mr. Wheeler:

The State Highway Commission on May 23, 1966, accepted your proposal for grading on the Sumner Mountain Section of FAS-064 in Benton County for the sum of $54,960.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6852.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Young, Secretary
OREGON STATE HIGHWAY COMMISSION

gt

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

FORM E-30 80M 3-65 SP 6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 26, 1966

NOTED
P. B. Arensmeier

SUBJECT: Bonner Mt. Slide Section
FAS 864 Benton County
ER 124(2)

NOTED
H. S. COX

To:
Mr. F, B. Klaboe
Assistant Highway Engineer
O F F I C E

NOTED
R. H. PRANGE

Bids were received on this project at the May 19 letting and 27 were submitted. The Joe B. Wheeler Co. of Eugene was low with a bid 35% below the estimate. The County was notified of the estimated cost of the project based on the low bid and was requested to send us an advance deposit of $12,500 which represents 20% of the cost. However, Benton County discovered that they could not pay the entire amount from their present road fund. They have sent their check for $2,300 and a letter stating that they can pay the $10,200 balance by July 10, 1966.

Since this is an ER project and as the bid received was most favorable it might be advisable to award the contract now in order that work can begin as soon as possible. Please advise us of your decision. A copy of a letter signed by Judge E. E. Larkin is attached.

NOTED
RICHARD UNREIN

NOTED
HAROLD
REYNOLDSON

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

RECEIVED
JUN 1 1966
ENGINEER
COUNTY & CITY DIVISION

Approved 5/27/66
Asst. State Hwy. Engr.

VRJ:nr
Att.

cc: L. H. Young

RECEIVED
MAY 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Project was awarded by Chief Engineer May 31, 66

NOTED
DON HARWELL

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
E. E. LARKIN

May 25, 1966

COMMISSIONERS
MELVIN S. HAWKINS
A. L. STRAND

Mr. V. R. Jones, Planning Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon

Dear Mr. Jones:

In accordance with our phone conversation last Monday evening, we are enclosing our warrant for $2300 as partial payment of Benton County expenses for repairing Bonner Mountain section of FAS 86[illegible].

As agreed, the remainder of the money, amounting to $10,200, will be paid by July 10, 1966.

Very truly yours,

E. E. Larkin

E. E. Larkin
County Judge

encl.

NOTED
RICHARD UNREIN

RECEIVED
MAY 26 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

ER
ER-12(2)

NOTED
P. B. Ammerman

May 20, 1966

NOTED
H. S. COX

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

On May 19, a satisfactory bid was received from Joe B. Wheeler of Eugene for constructing the Bonner Mountain Section of FAS 864. Pursuant to the agreement between the State and Benton County the following advance deposit is required from the County prior to awarding of the contract:

Bid Items	$54,940.00
Signing	150.00
Seeding and Mulching	500.00
12½% Engineering and Contingencies	6,940.75
ESTIMATED TOTAL COST...	$62,530.75

County advance deposit
20% of $62,530.75 = $12,507.75 or say $12,500

Please make the advance deposit in the amount of $12,500 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Robert H. Prange
Field Engineer

RHP:nr
cc: Curtis Hanson, County Engineer

NOTED
V R JONES

NOTED
DON HARWELL

RECEIVED
MAY 9 - 1966
FOR FILING

EP-124(2)

6852

MISC. CONTRACTS and
AGREEMENTS No. 5066

May 6, 1966

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Construction-Finance Agreement covering Bonner Mt. section of the Haskins-Summit County Road, FAS 864, in Benton County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

Contract No. —— Section Benton Co. Rd. FAS 764 FA No. ER-124(2)

Type Order CFO No. 2 Amount $3,000.00 Funds in Project Author. $ _____

Status of Total Project Authorization: Over 4-11-66 % $ _____ Under _____ % $ _____

Explanation (why) and Comments Permanent flood restoration work involving hauling and placing rock base material. Grading work to be done under formal contract. County has equipment, personnel and materials and can do work more economically (see estimate) than by formal contract. Work has been delayed because of non-availability of survey crew to prepare plans for reconstruction.

Price Checked by Cost Analyst 4-11-66 Discussed Ass't. Constr. Engr. ——

Discussed B.P.R. April 11, 1966 by Swan

Action Recommended B.P.R. Tentative approval By Hassner

Authorized to proceed due to emergency or unusual conditions: YES 4-11-66 NO _____

cc: Bureau of Public Roads

RECEIVED
APR 13 1966
ENGINEER
COUNTY & CITY DIVISION

FAP - E.R 124(2)
Order No. 2.

If a contractor was to furnish and place this material it would have to come from Corvallis at the following estimated cost.

Cost of material at Corvallis -	$ 1.60 C.Y.
Haul 25M. @ 0.12	3.00
Placing	0.25
	$ 4.85
15% Sup. & Profit	.73
Conservative extimate of cost -	$ 5.58

Maurice D. Jones
CHIEF COST ANALYST

RECEIVED
APR 13 1966
ENGINEER
COUNTY & CITY DIVISION

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date April 1966 ME Martin
Title
U.S. Bureau of Public Roads

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 2

F. A. Project No. ER 12(2) Date April 6, 1966

Highway F. A. S. 861

County Benton Prefix Account No.

Description of Work To Be Done:

Haul and place rock base.

Estimate of Quantities and Costs:

Rock	750 C. U. @ $1.80	$ 1,350.00
Labor		625.00
Equipment		1,025.00
		$ 3,000.00

Explanation:

County has the equipment and organization ~~is~~ to perform this work with efficiancy and economy. It will be in the public interest for this work to be done by the County forces.

RECEIVED
APR 13 1966
OFFICE ENGINEERING
DIVISION

Submitted by: C. C. Hanson
Co. Engr.

Approved:

BENTON COUNTY

FAS SYSTEM

Oct. 1965

E.R. PROJECT
FAS-864

LEGEND

FA Primary Highwe
FAS Highway on State Pri
FAS Highway on State Se
FAS Highway on County
Scale in Miles

0 1 2 3 4 5 6

POLK COUNTY

Kings Valley
Hoskins
Summit
Blodgett
Wren
Philomath
CORVALLIS
Lewisburg
ALBANY
Wells
Marys Peak
ALSEA
Greenberg
Bruce
Bellfountain
Dawson
Monroe

LINN COUNTY

LANE COUNTY

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER 124 (2)

Highway No. FAS 864

Project Name Bonner Mt.
Slide Sec.

q

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

~~*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.~~

Dated at Corvallis, Oregon, this 6th day of April, 1966.

Benton County Court

E. E. Laster
Judge

Melvin L. Hawkins
Commissioner

W. Strand
Commissioner

RECEIVED
APR 7 1966
ENGINEER
COUNTY & CITY DIVISION

*NOTE: Certify either paragraph 2 or 3.

ER

MEMO, 7/15/65

ER-124(1), Item 45
Powell Creek Slide Section, FAS 206
Bonner Mt. Slide Section, FAS 864
Benton County

NOTED
R. H. PRANGE

On July 13, Mr. Robert Prange, Field Engineer, and Verne Jones, Planning Engineer, from this office met with the Benton County Court and Mr. Curtis Hansen, County Engineer, to discuss the status of the above ER projects. With regard to the Powell Creek slide, the County proposes to reconstruct the section with their own forces and will submit a force order for Bureau of Public Roads approval. The County will restore the roadway to the surface and shoulder widths constructed under previous Federal Aid Projects S-139(4) and S-139(5).

The Bonner Mt. Slide will be repaired under a contract to be let by the State Highway Department as originally planned except that the base surfacing will be placed by county forces. The County also proposes to acquire property, approximately 1000 feet easterly of the slide, for use as a disposal area for the excess excavation material. The County will clear this area and place a culvert pipe at a creek crossing. The County will submit a force order for the surfacing of the slide section.

V. R. Jones

V. R. Jones, Planning Engineer
County and City Division

cc: Benton County Court
Bureau of Public Roads, Salem
F. D. Morgan
R. D. Asburry
Frank Hall
Virgil O'Neil
R. N. Chase

RECEIVED
JUN 8 1965

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallahr Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

ER 124(2)
6852

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

June 8, 1965

CONSTRUCTION DIV...
RECEI...
JUN 9 1965
NOTED: CE ACE ACE COE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 26, regarding fifteen emergency restriction projects as follow:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellecue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Reese Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson Co.
Hebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallis Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway, Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R.(Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

A review of the plans for these projects indicate that no damage to wildlife resources is expected as a result of the work.

We wish to recommend that proper precautions are taken on the Polallie Creek Section of Mt. Hood Highway, to avoid channel restriction which may impede fish passage. On the original construction, several problem areas developed.

Thank you for the opportunity of reviewing the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

6/9/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

RECEIVED
JUN 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1965
FOR FILING

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDWIN C. HUNTSINGER, PORTLAND
LEONARD N. HALL, CHARLESTON

EK 124(2)
CF 5

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
JUN 1 1965

June 11, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed plan title sheets of proposed highway projects transmitted to us by Mr. Frank Hall's letter dated June 4, 1965 have been reviewed. We are also in receipt of a copy of the Oregon State Game Commission letter to you regarding these projects and are in accord with their recommendations and comments:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellevue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Reese Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson C.
Hebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallie Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R. (Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

Your favorable consideration regarding these comments will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

NOTED
F. B. KLABOE

6/29/65 21

May 28, 1965
(date)

NOTED
H. S. COX

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Aeuckmeyer

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 864

Section Bonner Mt. Section, Grade and Stone Base (ER Project)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

NOTED
V. B.

June 1 1965
(date)

By E G Larkin

By Melvin L. Hawkins
Commissioner

By W Stamm
Commissioner

RECEIVED
JUN 3 - 1965
ENGINEER
COUNTY & CITY DIVISION

NOTE: 6/3/65 This project has been pulled indefinitely. D.W.A.

cc: L.H. Young

File No. [redacted]

REAL ESTATE OPTION

Grantor [redacted] Mail Address .....

..... Agent .....

Section [redacted] County Road [redacted]

Purpose [redacted] Desc. Checked by [redacted]

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of .....Benton..... County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A parcel of land lying in the N½ of Section 25, Township 10 South, Range 7 West, W. M., Benton County, Oregon, the said parcel being a strip of land extending from a line at right angles to the center line of relocated Hoskins-Summit County Road at Engineer's Station 15+00 to a line at right angles to said center line at Engineer's Station 28+17.49 said strip of land being variable in width, lying on each side of the center line of the said County Road, which center line is described as follows:

Beginning at Engineer's center line Station 15+00, said Station being 1277.89 feet South 536.86 feet West of the North quarter corner of said Section 25; thence North 58° 00' East, 54.18 feet; thence on a 301.56 foot radius curve left (the long chord of which bears North 36° 18' 45" East) 228.29 feet; thence North 14° 37' 30" East, 509.54 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears North 21° 21' 37.5" East) 449.03 feet; thence North 28° 05' 45" East; 76.45 feet to Engineer's Station 28+17.49.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Westerly Side of Center Line	Width on Easterly Side of Center Line
15+00		15+15	30	30
15+15		16+75	30 in a straight line to 130	30 in a straight line to 60
16+75		17+82.47	130 in a straight line to 150	60
17+82.47		20+00	150 taper to 350	60
20+00		21+50	350	60
21+50		22+92.01	350 in a straight line to 140	60
22+92.01		27+41.04	140 in a straight line to 30	60 in a straight line to 25
27+41.04		28+17.49	30	25

The parcel of land to which this description applies contains 4.8 acres, more or less, outside of the existing right of way.

mm/sc

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

SECTION Bonner Mountain — ESTIMATE OF COST — 4/26/65 — SHEET 1 OF 1

HIGHWAY FAS 864

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
	Clearing & Grubbing	Lump Sum	All	—	All	$	$ 3,000
	Ditch Excavation, Unclassified	Cu. Yd.	15	2	17	3 00	51
	General Exc., Unclass.	" "	115,989	11,511	127,500	0 60	76,500
	Finishing Roadbed & Slopes	Lump Sum	All	—	All		400
	Trench Exc. Unclass	Cu. Yd	138	12	150	3 00	450
	Special Backfill in Drains	" "	85	9	94	7 50	705
	Watering	M-Gal.	59	6	65	3 50	228
	SS-1 Asphalt in Watering	Gal.	581	59	640	0 40	256
	Coarse Crushed Mat'l. in Base	Cu. Yd	2057	203	2,260	6 00	13,560
	3/4"-0 Mat'l. in Base	" "	332	38	370	6 50	2,405
	8-inch Perf. Metal Drain Pipe, Uncoated	Lin. Ft.	500	50	550	2 75	1,512
	18-inch Culvert Pipe	Lin Ft.	80	8	88	6 00	528
							99,595
							25
	Anticipated Additional Items:						
	Flagging (State Share)						300
	Temporary Signing						200
							100,095
	Engr. & Contng. (20%)						19,905
	TOTAL						120,000

4-26-65

RECEIVED
MAR 31 1965
FOR FILING

Form CD-121 (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

NOTED
R. L PORTER

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

ER 124(2)

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

6432

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

DATE: March 22, 1965

In reply refer to: 08-35.3-EC

By T. Dec, Engineering Coord.

SUBJECT: Oregon Emergency Program - Floods of December 1964 & January 1965

Our Washington office has reviewed and approved the below listed projects on the subject program, effective as shown:

Item	Project	Location	Approval Date
46	ER-124(2)	Bonner Mt. Section	3/16/65
47	ER-124(3)	Maxfield Cr. Rd. Sec.	"
48	ERFO-125(1)	SR 230 - Union Cr. N.	"
49	ERFO-126(1)	US-126 Blue River E.	"
50	ERFO-126(2)	US-126 McKenzie Bridge E.	"
51	ERFO-127(1)	US-126 Belknap Spgs. N.	"
53	ER-126(3)	W. Waterville-Nimrod	"
54	ER-129(1)	Arlington to Grant Co. Line	"
55	ER-129(2)	Wheeler Co. Line-Prairie City	"
57	ER-130(1)	FAS Rtes.-Douglas Co.	"
58	ER-131(1)	FAS Rtes.-Coos Co.	"
59	ER-132(1)	FAS Rtes.-Harney Co.	"
60	ER-133(1)	FAS Rtes.-Lane Co.	"
61	ER-133(2)	Noti N. 2.2 mi.	"
62	ER-134(1)	Co. Rd. Sisters So.	"
64	ER-135(1)	FAS Rtes.-Gilliam Co.	"
65	ER-136(1)	FAS Rtes.-Lincoln Co.	"
106	ERFO-162(1)	Ft. Klamath-Klamath Agy. Sec.	3/17/65
145	ER-103(8)	Crater Lake Highway	3/17/65
3	ERFO-97(2)	Clackamas River Hwy.	3/17/65

NOTED
LLOYD P. SHAW

These projects shall be governed by PPM 23-1.

This approval is given with token financing in the amount of 5% of emergency funds except as noted below, with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

Items 45, 52, 56, 63 and 66 have been deferred pending additional information.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Items 49 and 145 represent work to be done by the Bureau at your request and are programmed at the full pro-rata share. Item 3 is a PR-9 revision of Bureau work to increase the estimated cost by $150,000, and also is programmed at full pro-rata share.

Item 54, ER-129(1) was considered to have portions of the work as heavy maintenance and the termini on the PR-1 form were changed to delete Mileposts 20 to 39 and 50 to 64; consequently, the project length was reduced by 33 miles.

On Item 65, ER-136(1), FAS Routes 151 and 584 were considered to be heavy maintenance and the total estimated cost was reduced from $60,100 to $58,900, of which the token Federal funds are $2,945.

You are authorized to proceed with preliminary engineering on Items 46, 54, 55, 61 and 62, and with right-of-way incidentals on Items 60 and 61. The normal procedure will be necessary to obtain authorization to proceed with right-of-way acquisition.

Our field review of these projects is not complete and the additional determinations of eligibility of the remaining work will be made prior to our P. S. & E. authorization in accordance with paragraph 10e of PPM 23-1.

Federal Emergency Funds approved to date are summarized as follows:

	63% funds	63% token funds	100% funds	100% token funds
Previous	$ 717,500	170,620	2,874,660	230,580
This action	0	102,645	225,000	8,750
New balance	$ 717,500	$ 273,265	$3,099,660*	$239,330
Totals:	$990,765		$3,338,990	

*Includes $1,635,000 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

The total estimated cost for these projects is $2,452,900 of which $2,227,900 is the cost of your portion.

RECEIVED
MAR 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-1

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

.4 Mi. (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		60	120	84	08	Oregon	35	090	46

SUPV AGCY (68) (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 18	SEQ. NO.	I. Projects Only POST MI. (24) (28)	DESIG. 27
			64-1		ER	124(2)			

COUNTY NAME: Benton — CODE: 003 (14) (16)

PROGRAM STAGE: ____ 1 OR X 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
	864	Co.Rd.	

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	$ 1,000	$ 600	$ 200	$ 200 (County)	Preliminary Engineering. Grade & drain, low type surf. (20' gravel surface, 4' shoulders). Including temp. and perm. flood damage repairs MP 2.25 to 4.6. ROW - 60' minimum; Access Control - none; Parking Restrictions - none.
	$121,200	$76,500	$22,350	$22,350 (County)	
* 0.7	$122,200	$77,100	$22,550	$22,550 (County)	

(16) (23) (24) (33)

REMARKS: This work occasioned by the December 1964 flood.

* Intermittent Sections

USCOMM DUSCOMM-DC 48805-P61

BONNER MT. SECTION

PROJECT ER-124(2)

Existing Facilities

20' gravel surface with 3' shoulders

Project Data

The Mary's River during the December 22, 1964 flood overflowed and inundated the road at intermittent points between MP 2.25 and MP 4.6 causing washout damage to the gravel surfacing and left deposits of debris on the road. The total length of the damage sections is approximately 0.3 mile and involves approximately 500 C.Y. of gravel surfacing.

The extremely heavy rains which occasioned the December 1964 flood reactivated an old stabilized slide area at MP 7.6. The slide completely destroyed approximately 300' of the roadway. It is proposed to reconstruct a 0.4 mile section of roadway at this point, shifting the alignment into the hillside on more stable shale rock to eliminate such damage in the future.

The proposed work consists of temporary and permanent repairs MP 2.25 to MP 4.6; preliminary engineering including P S & E preparation, grade and drain and 20' gravel surface with 4' shoulders at MP 7.6 (approx. 0.4 mi.).

The restoration work between MP 2.25 and 4.60 to be done by County Forces.

The State will do the preliminary engineering including P S & E preparation and will do the grading by State contract for the reconstruction of the road at MP 7.6. The County will place the gravel surfacing by County Forces on the above reconstructed roadbed.

The estimated cost of work by County Forces is $21,200.00.

The estimated cost of work by the State, including P.E., is $101,000.00.

1-28-65

BENTON COUNTY
PROPOSED 1964 FLOOD DAMAGE PROJECTS, ER FUNDS

FAS 209, Maxfield Creek Section. Shoulder erosion and placement of riprap, 0.7 mile, $3,200.

High water from Maxfield Creek ran down roadway, eroded shoulders and ditches, and destroyed a short section of oil mat. Additional riprap is required to protect shoulders.

FAS 209, Fuller Creek Section. Replace crushed rock surfacing, 0.3 mile, $800.

High water from Fuller Creek crossed roadway and destroyed crushed stone surfacing.

County forces will repair both sections of FAS 209.

FAS 206, Powell Creek Section. Slide removal, 0.5 mile, $120,000.

An old slide area was reactivated by the heavy rainfall during the flood period and a large slide developed. The county wishes the removal of the slide and a change in alignment of the road to be included in a contract to be prepared and advertised by the State Highway Department.

FAS 864, Bonner Mt. Section. Slide area correction, 0.4 mile, $120,000.

Heavy rainfall during the flood period reactivated a slide area on this section. The county wishes the realignment of the road in this area with the work to be done under a contract prepared and let by the State Highway Department.

FAS 864, Mary's River Section. Loss of surfacing, imtermittent sections, 0.3 mile, $1,200.

Flooding waters of Mary's River washed out sections of crushed stone surfacing and deposited debris. Restoration and clean-up will be handled by county forces.

Camm Concurred
3-11-65

ER/FAS-C/65-2
1/28/65

CUP-3(1) Junction City- [illegible] Ave., 1/00
Pacific Ave., [illegible] screen
#6853 planting)

RECEIVED
MAR 8 - 1968

CJF-3(1)
6853

March 7, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6853 awarded to Aichele Landscaping, Inc., for screen planting on the Junction City-Eugene Section of the Pacific Highway West in Lane County was completed on November 23, 1966, and accepted by the Highway Commission on March 6, 1968.

Final payment in the amount of $1,007.25 will be released to the contractor after March 14, 1968. The total contract amount is $7,650.40 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:a

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 7 - 1968
FOR FILING
CJF-3(1)
6853

March 6, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 23, 1966 on Contract No. 6853. The contract was with Aichele Landscaping, Inc. and was for screen planting on the Junction City-Eugene Section of the Pacific West Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 6, 1968, and that you concur in this procedure at the Commission meeting on April 16, 1968.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

srb jes

FORM E-1238 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
FEB 19 1968

(JF-3(1)
6853

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 16, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 6853
Prefix 20-0701
FAP CJF-3(1)

Dear Sir:

The replacement planting work under Contract No. 6853, Junction City-Eugene Section of the Pacific West Highway in Lane County, was completed February 13, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 2-26-68

Conditions noted on above date:

None

JJH

2-23-68

REFERRED TO
Young
STATE HWY. ENGR.

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
FEB 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Forrest Cooper
L. H. Young

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Junction City - Eugene	WEEK ENDING: January 28, 1967	
	SECTION PREFIX: 20-0701	
HIGHWAY: Pacific West	COUNTY: Lane	
NAME OF JOB: Junction City - Eugene	KIND OF WORK: Screen Planting	
CONTRACTOR: Aichele Landscaping	CONTRACT NUMBER: 6853	FEDERAL AID PROJECT NUMBER: CJF-3(1)
DATE OF CONTRACT: June 6, 1966	DATE WORK STARTED: November 9, 1966	ESTIMATED COMPLETION DATE: November 23, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 150	WORK DAYS USED / CALENDAR DAYS USED: 155
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 107.5%
PROJECT AUTHORIZATION: $ 9,523.12	ENGINEERING AUTHORIZATION: $ 677.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 8,845.92	ENGINEERING COST TO DATE: $ 651.60	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 7,739.00	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: November 23, 1966
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 12 %		Semi - final submitted on January 3, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Planting	
	100%	100%				100%	
			GRADING	SURFACING	MAINTENANCE MATERIALS	~~BIO & GOOGLOCK MACADAM~~ Trees & Shrubs	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED						360	
TOTAL ESTIMATED QUANTITIES (CONTRACT)			200 cy			340	
TOTAL QUANTITIES CORRECTED TO DATE			140 cy			340	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			140 cy				
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0			0	
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Showers			Establishment
TUESDAY	Showers			period
WEDNESDAY	Showers			extedds
THURSDAY	Rain			to
FRIDAY	Rain			October 15, 1967.
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No
TUESDAY	Work
WEDNESDAY	By
THURSDAY	Contractor
FRIDAY	This Week.
SATURDAY	

REMARKS

Received report of final inspection by Carl Williams on Friday and submitted semi-final estimate on Tuesday.

This will be the final weekly report on this job untill the close of the establishment period on October 15, 1967 unless otherwise instructed or unless something unusual develops.

John Quiner in Office on Wednesday.

SIGNED _____ LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

STATE COPY

RECEIVED
JUN 21 1966
6-80
FOR FILING

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 6/17/66	COUNTY Lane
		PROJECT NO. CJF-3(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Junction City - Eugene Section, Pacific Hwy. West.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-27-66	0.00
OTHER (Specify)		

FUNDS

Fed Rate 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,311	$ 6,983.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Baldock

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

by K. C. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUN 17 1966

Oregon State Highway Department

Federal Aid
Project No. CJF-3(1)

JUNCTION CITY - EUGENE SECTION OF THE

PACIFIC HIGHWAY WEST IN LANE COUNTY

P. S. & E. estimate.

Salem, Oregon, April 15, 1966.

Type Code: Y023
Screening (Sta. 153+00 to Sta. 167+50)

Trench Excavation	30 cu. yd.	4.00	$ 120.00
Furnishing and Placing Topsoil	200 cu. yd.	3.00	600.00
24-inch Culvert Pipe	24 lin. ft.	10.00	240.00
36-inch Culvert Pipe	24 lin. ft.	15.00	360.00
Furnishing and Placing Trees	260 only	15.00	3,900.00
Furnishing and Placing Shrubs	100 only	4.50	450.00
Inorganic Fertilizer, 10-16-8	3 c.w.t.	7.00	21.00
Manure Fertilizer	13 cu. yd.	7.00	91.00
			$5,782.00
Flagging (57½% of Contractors cost)	All Required		50.00
		Subtotal	$5,832.00
		10% Engr. and Cont.	583.00
		Total	$6,415.00

Length of Project 0.00 Miles.

Federal Funds	$4,811.00
State Funds	1,604.00
Total	$6,415.00

RECEIVED
AUG 24 1966
FOR FILING

CJF-3 (1)

6853

June 6, 1966

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland 66, Oregon

AGENDA
JUL 14 1966
3.M

Gentlemen:

The State Highway Commission on May 23, 1966, accepted your proposal for screen planting on the Junction City-Eugene Section of the Pacific Highway West in Lane County for the sum of $8,415 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6853.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Pac. Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Mark Astrup

NF-2(11) Newberg-Dundee Sec., Pacific Hwy., W. (Screen planting) 1966

#0854

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
10-66		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
9		Yamhill
Modification number	(PPM 21-7) 10-11-68	Project number
1		CJF-9(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 17, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 11,719	$ 13,266
Federal funds	$ 8,789.00	$ 9,929.37
Other revisions		

This modification is made for the following reasons:

Due to final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

Tnis modification is effective as of the 11 day of October, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W B Klaboe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P68

STATE COPY

6/17/66

Form Approved; Budget Bureau No. 41-R2089.1

RECEIVED
JUN 21 1966

FOR FILING

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

RM PR-2 (REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Yamhill

PROJECT NO.: CJF-9(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Newberg - Dundee Section, Pacific Hwy. West.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-27-66	0.00
OTHER (Specify)		

FUNDS

Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,719	$ 8,789.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. O. Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By K. K. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUN 17 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. CJF-9(1)

NEWBERG - DUNDEE SECTION OF THE PACIFIC

HIGHWAY WEST IN YAMHILL COUNTY

Project agreement estimate.

Salem, Oregon, June 10, 1966.

Type Code Y023
Screening (Sta. 35+00 to Sta. 52+00)(Contract No. 6354)

Trench Excavation	3 cu.yds.	$ 5.00	$ 15.00
Furnishing and Placing Topsoil	1,000 cu.yds.	4.00	4,000.00
18-inch Concrete Culvert Pipe Class 3	8 lin.ft.	6.80=	54.40
18-inch Culvert End Section	1 only	100.00	100.00
Furnishing and Planting Trees	190 only	18.00	3,420.00
Furnishing and Planting Shrubs	750 only	3.50	2,625.00
Inorganic Fertilizer, 10-16-8	6 cwt.	10.00	60.00
Manure Fertilizer	22 cu.yds.	15.00	330.00
			$ 10,604.40
Flagging (57½% of contractor's cost)	All Required		50.00
			$ 10,654.40
	10% Engr. & Cont.		1,064.60
		Total	$ 11,719.00

Length of Project 0.00 Miles

Federal Funds	$8,789.00
State Funds	2,930.00
Total	$11,719.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Fiscal Year 1966 Funds.

Oregon State Highway Department

Federal Aid
Project No. CJF-9(1)

NEWBERG-DUNDEE SECTION OF THE PACIFIC

HIGHWAY WEST IN YAMHILL COUNTY

P.S. & E. Estimate

Salem, Oregon, April 14, 1966

Type Code Y023
Screening (Sta. 35+00 to Sta. 52+00)

Trench Excavation	3 cu.yd.	$ 4.00	$ 12.00
Furnishing and Placing Topsoil	1,000 cu.yd.	3.00	3,000.00
18-inch Concrete Culvert Pipe Class 3	8 lin.ft.	3.50	28.00
18-inch Culvert End Section	1 only	40.00	40.00
Furnishing and Planting Trees	190 only	12.50	2,375.00
Furnishing and Planting Shrubs	750 only	4.50	3,375.00
Inorganic Fertilizer, 10-16-8	6 cwt.	7.00	42.00
Manure Fertilizer	22 cu.yd.	7.00	134.00
			$9,026.00
Flagging (57½% of Contractors Cost)	All Required		$ 50.00
	Subtotal		$9,076.00
	10% Engr. & Cont.		907.00
	Total		$9,983.00

Length of Project - - - - - - - -0.00 mile

Federal Funds -	$7,487.00
State Funds -	2,496.00
Total	$9,983.00

APR 16 1968

CJE-9(11)
6954

April 15, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 19, 1966, on Contract No. 6854. The contract was with Aichele Landscaping, Inc., and was for seeding planting on the Newberg-Dundee Section of the Pacific West Highway in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 15, 1968, and that you concur in this procedure at the Commission meeting on April 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb jes

RECEIVED
APR 16 1968
FOR FILING
OSF-9(11)
6854

April 15, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6854 awarded to Aichele Landscaping, Inc., for screen planting on the Newberg-Dundee Section of the Pacific Highway West in Yamhill County was completed on November 19, 1966, and accepted by the Highway Commission on April 15, 1968.

Final payment in the amount of $1,151.97 will be released to the contractor after April 22, 1968. The total contract amount is $10,647.69 including $43.49 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

L. E. Young
C. E. Maison
Attn: John Herr

CJF-9(11)

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Newburg - Dundee	WEEK ENDING: March 31, 1968
		SECTION PREFIX: 36-0701
	HIGHWAY: Pacific West	COUNTY: Yamhill
NAME OF JOB: Newburg - Dundee	KIND OF WORK: Screen Planting	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 6854	FEDERAL AID PROJECT NUMBER: CJF-9(1)
DATE OF CONTRACT: June 6, 1966	DATE WORK STARTED: October 10, 1966	ESTIMATED COMPLETION DATE: Completed Nov. 19, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 151
PROJECT AUTHORIZATION: $ 11,986.20	SPECIFIED COMPLETION DATE Calendar day count began 6/25/66	PERCENT OF TIME ELAPSED 100.7
EXCLUSIVE OF ENGINEERING: $ 11,135.85	ENGINEERING AUTHORIZATION $ 852.35	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 10,651.19	ENGINEERING COST TO DATE $ 2,485.21	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 109.6
ESTIMATED PERCENT: OVERRUN / ~~UNDERRUN~~ + 9.6 %	PERCENT OF AUTHORIZATION 292 %	DATE PROJECT WAS COMPLETED: November 19, 1966

Semi-Final submitted Dec. 14, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Planting	Topsoil
	100					100	100

	Planting ~~XROADBOX~~	Topsoil ~~XSTRUCTX~~	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.32	0.32			
MILES PARTIALLY COMPLETED	0.32	0.32			
MILES COMPLETED	0.32	0.32			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	940 each	1,000 C.Y.			
TOTAL QUANTITIES CORRECTED TO DATE	932	969.3			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	932	969.3			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Final Inspection and project accepted March 27, 1968.				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	No		Contract work complete.
MONDAY	Rain	No		
TUESDAY	Occl. Shwrs.	No		
WEDNESDAY	Rain	No		
THURSDAY	Occl.Shwrs.	No		
FRIDAY	"	No		
SATURDAY		No		

Morgan Decker Bond Barbee Walker Glenn Swan Pease Morelock Trout Scott Wills Litchfield Olson

RECEIVED
CONSTRUCTION DIVISION

BEN CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDA.	No activity.
MONDAY	"
TUESDAY	"
WEDNESDAY	Glenn Hossner, Gerald Wimer, Leeds Cheschire, and Ross Harris made final acceptance inspection.
THURSDAY	No activity
FRIDAY	"
SATURDAY	"

REMARKS

Glenn Hossner and Leeds Cheschire, B.P.R., and Gerald Wimer, Ass't. Div. Eng'r. made final acceptance inspection of project on Wednesday. Project accepted as complete as of March 27, 1968.

This will be the final weekly report.

SIGNED [signature] LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

STATE COPY

FORM FE-123X 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

RECEIVED
FOR FILING

CJF-9(11)

6854

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 29, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 6854
Prefix 36-0701
FAP CJF-9(1)

Dear Sir:

The replacement planting work under Contract No. 6854, Newberg-Dundee Section of the Pacific West Highway in Yamhill County, was completed March 22, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 4-3-68

Conditions noted on above date:

No conditions.

GKH

R. E. Simpson
Division Engineer

By: E. J. Valach
E. J. Valach
District Engineer

VG:jb

cc: Forrest Cooper
L. H. Young

RECEIVED
APR - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1966

(Cy 7-9(1))

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6854

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 10, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project CJF-9(1)
Newberg - Dundee Section
Junkyard Screening

As requested in Mr. Young's letter of June 7, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 6, 1966 in the award of contract No. 6854 to Aichele Landscape, Inc., of Portland, Oregon, low bidder in the amount of $10,604.40 at the May 19, 1966 bid opening.

REFERRED TO
By ASST. STATE HWY. ENGR.
6-14-66

RECEIVED
JUN 20 1966
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 24 1966
FOR FILING

C.F-9(11)

6854

June 6, 1966

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon 97213

Gentlemen:

The State Highway Commission on May 23 accepted your proposal for screen planting on the Newberg-Dundee Section of the Pacific Highway West in Yamhill County for the sum of $10,604.40 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6854.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Pac. Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Mark Astrup

120-1135 Mohawk Rd. Interch. Sec., Eugene-Springfield Hwy. (Grad., pav., structure and signing) 1966

#6855

RECEIVED
APR 29 1968
FOR FILING
120-1135
6815

April 29, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $7,050 will be made to Earl L. McHutt Co. & Hamilton Construction Co. on Contract No. 6855 for grading, paving, structure and signing on the Mohawk Road Interchange Section of the Eugene-Springfield Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $509,305.61, including the post-final payment. Of the total, $2,693.85 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Earl L. McHutt Co. & Hamilton Constr. Co.
351½ East Broadway
Eugene, Oregon 97401

bc C. H. Maison
Attn: John Herr

RECEIVED
MAY 15 1968
FOR FILING

120-1133

6855

April 24, 1968

#6

Earl L. McNatt Company
and Hamilton Construction Company
351½ East Broadway
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission at its meeting on April 23 considered your request for an extension of time on Contract No. 6855 for work on the Mohawk Road Interchange Section of the Eugene-Springfield Highway in Lane County.

After careful consideration, the Commission increased the calendar days by 47.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc C. T. Keasey
Clayton Ansell
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1968

SUBJECT: Extention of Time
Mohawk Road Interchange Section
Eugene-Springfield Highway
Contract 6855

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Earl L. McNutt Company and Hamilton Construction Company, contractor on the subject project, the attached request for an extension of time. The contractor is requesting 64 days (the actual overrun). The contractor's request is based on delays caused by utilities work, a request to stop work over the 4th of July, a change in a concrete curb, work added to the contract by price agreements, and an increase in the top soil.

At a very late stage (about the time the specified days expired in July), a pipe line belonging to the Rainbow Water District was discovered to be too high to clear the planned excavation work. Consequently, the water district had to lower the pipe line and a conduit was installed which required 5 calendar days. Although other work by the contractor was in progress during this time, the pipe line relocation delayed and rescheduled surfacing and paving operations which would have otherwise progressed. Two of these days are covered under the discussion of price agreements below. An increase of 3 calendar days is justified.

When the contractor was prepared to make a vertical cut alongside the existing pavement the resident engineer directed the contractor to delay this work until after the 4th of July in order to avoid a hazardous condition during the heavy holiday traffic. This suspension of work represents a delay of 5 calendar days and an extension for this time is justified.

A section of curb was inadvertently staked in the wrong position and a 70-foot section had to be removed, forms reset and new curb poured. This work justifies an extension of 2 calendar days.

There were 7 price agreements which definitely affected the contractor's operations since they involved work which was not a part of the original contract. These price agreements covered additional pipe (part of it involved in the water line adjustment already discussed above), construction and reconstruction of manholes, cutting pavement, overlaying sections of existing pavement and salvaging and reinstallation of culvert. The additional work represented by these price agreements justifies an increase of 14 calendar days.

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APR 12 1968
OFFICE OF
HIGHWAY ENG.

One additional price agreement covered a change in the sign posts to provide for breakaway construction. Work on this price agreement was performed between October 2, and October 11, 1967, on liquidated damages, after all of the rest of the contract work had been completed. An increase of 10 calendar days for this extra work is justified.

The top soil on this project overran the plan gross quantity by 610 cubic yards. This represents an increase of 12% and justifies an increase of 1 calendar days based on the actual time the contractor required to place the top soil.

One additional reason for a time extension, which was not mentioned by the contractor, concerns a delay in mailing the contract forms. Bids for this project were received on May 19, 1966, and the contract forms were mailed to the contractor on June 20, 1966. The contract specifications allow an extension for any delay in excess of 20 calendar days and, therefore, an increase of 12 calendar days for this delay is justified.

All of the contract work and all of the price agreement work, except for the breakaway sign posts, had been completed on August 28, 1967. A stop work order was in effect from that date through October 1, 1967. The contract was completed October 11, 1967, at which time 434 calendar days had been used. This is 64 days in excess of those allowed and represents $9,600 in liquidated damages based on $150 per day. Based on the delays and additional work, we recommend that the calendar days be increased by 47 which will leave $2,550 in liquidated damages for the 17 days remaining.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

FORM B-90 JOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
March 21, 1968

SUBJECT: Mohawk Road Interchange
Eugene-Springfield Highway
Lane County

To:
Mr. C. T. Keasey
Division Engineer
Roseburg

Enclosed find Contractor's request for increase in number of work-days for work done under Contract Number 6855. I will enumerate my recommendation in the same sequence as he has listed his requests, as follows:

1. This pipe line is located on south side at station 259+47 and was struck by contractor during his operation, it was to have been already relocated by Rainbow Water District before commencement of work. Also, conduit pipe appears on plan but was not listed in bid items which caused some delay. - - - Recommend 5 days.

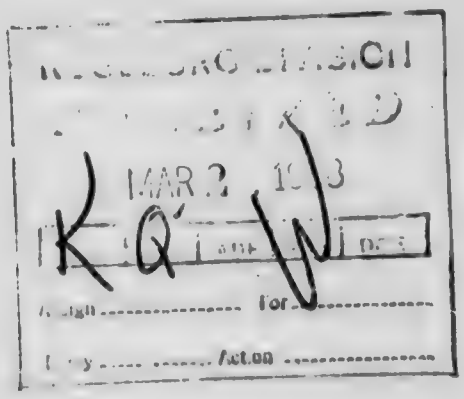
2. This was Salem order to suspend work over July 4 holiday and did cause timing delay. - - - - - - - - - - - Recommend 5 days.

3. Staking error by field crew caused removal of 70± feet of concrete curb, resetting of forms and repouring. - - - Recommend 2 days.

4, 5, 6 & 7. These were all extra items above contract quantities. - - - - - - - - - - Recommend 10 days.

8. This was a change that was initiated by Highway Safety Manual (AASHO Traffic Safety Committee Feb., 1967) and did extend work another 10 days. The contractor's request for additional 10 days for procurement, I don't believe to be a valid request. - - - - - - - - - - Recommend 10 days.

9, 10 & 11. These are all extra items above original contract quantities. - - - - - - - - - - - - - - - - - - Recommend 4 days.



12. I did allow an increase in top soil of approximately 1000 c.y. - Recommend 3 days.

Therefore, I do recommend an increase of a total of 39 days.

C. K. Ansell

C. K. Ansell
Dist. Maint. Supt.

CKA:em

Enclosures

EARL L. McNUTT
RES. PHONE 344-2095

R. E. (BILL) McNUTT
RES. PHONE 343-3500

ARNOLD LINDELAND
RES. PHONE 344-8567

EARL L. McNUTT CO.

GENERAL CONTRACTORS

351½ EAST BROADWAY AREA CODE 503 PHONE 344-4257
EUGENE, OREGON 97401

BOISE OFFICE
P. O. BOX 1900
AREA CODE 208 342-4150

STANLEY QUIGLEY
RES. PHONE 343-1315
BOISE, IDAHO 83701

March 12, 1968

Re: Mohawk Road Interchange
of the Eugene-Springfield
Highway in Lane County, Oregon
Contract No. 6855

Mr. Clayton Ansell
Resident Engineer
Oregon State Highway Dept.
1841 Garden Avenue
Eugene, Oregon

Dear Mr. Ansell:

Enclosed are sheets with chronological data for the project, together with our claims for time.

From the chronological data you can readily see that the work was pursued with diligence at all times when it was possible.

The principal delay, in addition to the things mentioned, was weather. Had we experience anything like a normal season the project would have been completed on time or at least much closer to that date. Since the subgrade could not be dried out sufficiently to finish until so late it delayed the entire project.

It is our sincere claim that no time should be assessed after the project was open to traffic which is a charge of 23 calendar days. Against this time charge we have a 29 day claim for extension of time.

If the total time is assessed in the amount of 64 days, our total claim is 49 days which would leave 15 days charge.

Yours very truly,

EARL L. McNUTT CO. and
HAMILTON CONSTRUCTION CO.

R. E. McNutt
Partner

REM/mw
Enc.

EARL L. McNUTT
RES. PHONE 344-2095

R. E. (BILL) McNUTT
RES. PHONE 343-3500

ARNOLD LINDELAND
RES. PHONE 344-8567

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AREA CODE 208 342-4150

STANLEY QUIGLEY
RES. PHONE 343-1315
BOISE, IDAHO 83701

March 12, 1968

Chronological Data on Mohawk Interchange
Contract No. 6855

6-9-66	Work started
6-16-66	Project awarded
7-1-66	Calendar day count started.
7-19-66	Stage 1 detour opened to traffic
10-2-66	Most of embankment in place except west side of interchange which can not be started until traffic put over the structure.
10-2-66 to 5-14-67	Work on the structure only. Too wet for any earth work. 68 days of rain.
12-16-66	Work completed on structure except handrail and minor items.
5-2-67 to 5-25-67	Work on slope paving under structure.
5-9-67 to 5-18-67	Most of embankment in.
5-25-67	Wanted to start placing crushed rock -- too wet.
5-26-67	Subgrade too wet to finish
5-29-67	Subgrade too wet to finish
6-5-67 to 6-7-67	Subgrade too wet to finish
6-9-67	Base rock started
6-13-67	Still fixing soft spots in grade
6-23-67	Started paving Stage 2 Detour
6-27-67	Stripping Stage 2 Detour
6-28-67	Stage 2 Detour open to traffic (Traffic over the structure). Until this time couldn't start on west side of interchange.
6-28-67	Started nite shift on paving.
6-30-67	Wanted to make vertical cut next to pavement. Engineer wouldn't allow it till July 5 due to Holiday traffic.
7-10-67	Grading on west side and crushed rock finished on east side.
7-12-67	Finished grading.
7-14-67	Working in contour areas.
7-17-67	Staking error--had to remove 86' of concrete curb and rebuild.
7-19-67	Shooting prime asphalt.
7-21-67	Bituminous base being placed.
7-24-67	Asphaltic concrete started
7-25-67	Guardrail work
7-27-67	Paving, topsoil, shoulder rock all being placed.
7-28-67	OPEN TO TRAFFIC
8-1-67	Topsoil, sign work, guardrail and paving.
8-3-67	Finished paving
8-4-67 to 8-8-67	Some paving around guardrail and approaches.
8-9-67	Topsoil still being placed.
8-10-67	Signwork, guardrail work
8-28-67	Shutdown Order-Project complete except for Breakaway signposts.
10-2-67 to 10-11-67	Breakaway sign posts placed.
10-11-67	Project complete.

EARL L. McNUTT
RES. PHONE 344-2095

R. E. (BILL) McNUTT
RES. PHONE 343-3500

ARNOLD LINDELAND
RES. PHONE 344-8567

EARL L. McNUTT CO.

GENERAL CONTRACTORS

351½ EAST BROADWAY AREA CODE 503 PHONE 344-4257
EUGENE, OREGON 97401

BOISE OFFICE
P. O. BOX 1900
AREA CODE 208 342-4150

STANLEY QUIGLEY
RES. PHONE 343-1315
BOISE, IDAHO 83701

March 12, 1968

Re: Mohawk Road Interchange
of the Eugene-Springfield
Highway in Lane County, Oregon
Contract No. 6855

Claims for Time Extension: Mohawk

1.	Pipeline for Rainbow Water District was supposedly changed by them but we discovered it was not to required depth. Their work on relocating it started 7-10-67 and was completed 7-13-67. This caused a delay of	5 days
2.	Due to the fact we were prevented from accomplishing some work on 6-30-67 and were not allowed to do it until 7-5-67. It cost us	5 days
3.	Due to staking error and removal of concrete curb cost us	2 days
4.	PA #1. Adding 42" pipe	2 days
5.	PA #3. Reconstruct Manholes	3 days
6.	PA #4. Construct Manholes	3 days
7.	PA #6. Pavement cutting	2 days
8.	PA #11. Breakaway Signs	10 days to do work 10 days delay for procurement
9.	PA #12. 12" Pipe Pipe order 6-27-67	2 days
10.	PA #13. Pavement overlay	1 day
11.	PA #14. Salvage and reinstall pipe	1 day
12.	Topsoil increase from 4800 yards to 5810 yards or 1010 yards = 21% increase	3 days
	Total	49 days

APR 16 1968

I.C. 1155

6855

April 15, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 6
April 23, 1968 meeting

Gentlemen:

Earl L. McNutt Company and Hamilton Construction Company, contractor on the Mohawk Road Interchange Section of the Eugene-Springfield Highway in Lane County, Contract No. 6855, has requested an increase of 64 calendar days. The contractor's request is based on delays caused by utility work, a stop work order, a change in concrete curb, work added to the contract and an increase in top soil.

Near the end of the project it was discovered that a water line was too high and would have to be adjusted. The water district lowered the line and installed a conduit to clear the planned excavation work. This delay justifies an increase of three calendar days.

The contractor was directed to stop work over the 4th of July, 1967 holiday to avoid creating a hazardous condition for holiday traffic. This stop work period justifies an increase of five calendar days.

A change in curb plan justifies an increase of two calendar days.

Work added to the contract by seven price agreements involved drainage and paving and justifies an increase of 14 calendar days. One other price agreement involving breakaway sign posts added after the specified time had elapsed justifies an increase of 10 calendar days.

There was an overrun in the top soil amounting to 12 percent and based on the actual time the contractor required to place the top soil, justifies an increase of one calendar day.

There was a delay in mailing the contract forms due to right-of-way problems for which the contract specifications allow an extension of 12 calendar days.

The contract was completed October 11, 1967, at which time 434 calendar days had been used. For the reasons listed above, I recommend that the calendar days be increased by 47 which will reduce the liquidated damages to $2,350.

This is a State project.

This matter will be on the agenda for your consideration at the April 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Potter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klabee
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
C. T. Kenney

DES:nn jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6855 Contractor Earl L. McNutt Co. and Hamilton Constr. Co.

Highway Eugene-Springfield

Section Mohawk Road Interchange

Kind of Work Grade, Pave, Structure and Signing

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Adjustment of Rainbow Water District pipe line, stop work order during the 4th of July holiday, change in a curb section, work added to the contract by price agreement, overrun of top soil and a delay in mailing the contract to the contractor for signature justify an increase of 47 calendar days.

Recommended for Approval:

John Cameron Jr
Asst
Division Engineer

Construction Engineer or Bridge Engineer

Asst
State Highway Engineer

Contract No.	6855
Project designation	State (State-Federal)
Date awarded	6-16-66
Work started	6-9-66
Per cent completed	100% 10-12-67 (Date)
No. of ~~Workdays~~ Calendar days Allowed	370
No. of ~~Workdays~~ Calendar days Used	434
No. of Added ~~Workdays~~ Requested	47

SP*0800-704

E-330 (Rev.)—8M—2-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 12, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 370 days to 434 days, within which to complete our Contract No. 6855, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter and other information attached hereto.

Respectfully submitted,

Earl L. McNutt Co. & Hamilton Construction Co.
Contractor

By E. L. McNutt
Partner

CONSENT OF SURETY

Date March 12, 1968

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By A. G. Mansfield
Attorney-in-fact A. G. Mansfield

(SEAL)

MANSFIELD & CO.
By A. G. Mansfield
Resident Agent

RECEIVED
JAN 16 1968
FOR

120-1135

6855

January 16, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6855 awarded to Earl L. McHutt Company and Hamilton Construction Company for grading, paving, structure, and signing on the Mohawk Road Interchange Section of the Eugene-Springfield Highway in Lane County was completed on October 11, 1967, and accepted by the Highway Commission on January 15, 1968.

Final payment in the amount of $14,986.85 will be released to the contractor after January 23, 1968. The total contract amount is $502,255.61 including $2,693.85 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Earl L. McHutt Co. and
Hamilton Construction Co.
35l½ E. Broadway
Eugene, Oregon 97401

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 16 1968

120-1135
6855

January 15, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 11, 1967, on Contract No. 6855. The contract was with Earl L. McNatt Company and Hamilton Construction Company and was for grading, paving, a structure and signing on the Mohawk Road Interchange Section of the Eugene-Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 15, 1968, and that you concur in this procedure at the Commission meeting on January 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb jes

Mail letter
1-16-68

120-1135
6855

FORM B-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mohawk Road Interchange		WEEK ENDING: Dec. 22, 1967
		SECTION PREFIX: 120-1135
HIGHWAY: Eugene-Springfield		COUNTY: Lane
NAME OF JOB: Mohawk Road Interchange	KIND OF WORK: Grading, Paving, & Structure	
CONTRACTOR: Earl L. McNutt & Hamilton Const.	CONTRACT NUMBER: 6855	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: June 9, 1966	ESTIMATED COMPLETION DATE: Oct. 11, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 370	CALENDAR DAYS USED 434
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 117
PROJECT AUTHORIZATION: $606,518.83		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $563,388.60	ENGINEERING AUTHORIZATION: $ 43,130.25	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $521,010.44	ENGINEERING COST TO DATE: $ 50,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 7.5 %	PERCENT OF AUTHORIZATION . . . . . 116 %	DATE PROJECT WAS COMPLETED: Oct. 11, 1967

Semi-Final submitted 12-20-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9596	BC ext.						
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing
MONDAY				Morgan, Packer, Pease, Morelock
TUESDAY				Bond, Barbee, Trout, Scott
WEDNESDAY				Walker, Glenn, Wills, Litchfield
THURSDAY				Swan, Olson
FRIDAY				
SATURDAY				

RECEIVED
DEC 27 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final submitted Dec. 20, 1967.

Job completed Oct. 11, 1967; except SFO 7 (adjust signing)

FINAL REPORT

SIGNED C. K. Gaull LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 7 - 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD FILES
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. CIMPOSH, MEMBER
PORTLAND
120-1135
6855

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 5, 1967

Springfield Utility Board
PO Box 300
Springfield, Oregon 97477

Re: Power Line Adjustment
Mohawk Road Interchange Section
Eugene-Springfield Highway
Lane County

ATTENTION: Mr. Marvin Payne

Gentlemen:

Reference is made to our letter of June 1, 1967, in which we authorized you to proceed with your work of June 1, 1967. The authorization date was in error.

This will amend our letter of June 1, 1967, and confirm our verbal authorization to proceed with the work as of May 22, 1967.

Reimbursement for the work performed on or subsequent to May 22, 1967, will be made subject to the provisions of PPM 30-4 dated October 15, 1966, upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

JMC:ss

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. R. Chandler
C. K. Ansell
D. J. Sage
J. E. Holcomb

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

120-1135

6855

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUL 27
OFFICE OF

July 14, 1966

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon

ATTENTION: Mr. Byron K. Taylor

Re: 30" Water Main Adjustment
Mohawk Rd. Interchange Section
Eugene-Springfield Highway
Lane County
Contract No. 6855

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 29, 1966, have been approved by the State. You are hereby authorized to proceed with this work as of July 14, 1966. This approval is subject to the following conditions:

(1) Our receipt of a breakdown of costs -- labor, materials, equipment rental, etc.

(2) The State to reimburse EWEB 41.3% of the total actual cost of this work, as detailed in Mr. Sollis' letter of May 25, 1966.

Please contact Mr. C. K. Ansell, Resident Engineer, 1941 Garden Avenue, Eugene, Oregon 97403, Phone 342-1361, Extension 296, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to July 14, 1966 will be made as stated above and subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. R. Chandler
C. K. Ansell
D. J. Sage
J. E. Holcomb

FORM E-SELX 8064 4-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 18, 1966

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon

ATTENTION: Mr. Charles Strong

Re: 30-inch Water Main Adjustment
Mohawk Road Interchange Section
Eugene-Springfield Highway
Lane County
Contract No. 6855

Gentlemen:

Please refer to our letter of July 14, 1966 which authorized you to proceed with this work effective that date. The authorization date was in error. The correct date is July 6, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. R. Chandler
Clayton Ansell
D. J. Sage
J. E. Holcomb

RECEIVED
AUG 24 1966
FOR FILING

120-1135

6855

June 16, 1966

Earl L. McNutt Company
and Hamilton Construction Company
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 23 accepted your proposal for grading, paving, structure, and signing on the Mohawk Road Interchange Section of the Eugene-Springfield Highway in Lane County for the sum of $514,677.85 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6855.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
JUN 7 - 1966
FOR FILING
120-1135
6855

736K

June 6, 1966

Mr. Tom E. Johnson
Assoc. City Engineer
City of Springfield
Engineering Department
840 South 7th Street
Springfield, Oregon 97477

Dear Mr. Johnson:

Your letter of May 12 to Mr. L. R. Chandler, Division Engineer, regarding our permit of entry, File No. 36723, Belmont Road Interchange has been referred to this office for reply.

I understand that our Division Office has conferred with you regarding this matter since the date of your letter. I have been informed that after some of our problems were explained to you, you have agreed that the City will accept an easement with the State to construct a minimum of a 12-foot gravel road for service to the south bank of the "Q" Street flood way.

This letter is to confirm that the State will furnish the City an easement and construct a 12-foot gravel road for service to the south bank of the "Q" Street flood way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler
H. S. Cox

DJB:rw bg

May 12, 1966

Mr. L. R. Chandler
District Engineer
Oregon State Highway Dept.
Roseburg, Oregon

Subject: Your Permit of Entry, File No. 39723 Mohawk Road Interchange

Dear Mr. Chandler:

Reference is made to the subject permit, signed by our Tom R. Johnson on May 6, 1966, on which was stated, " . . . . It is understood that access for Maintenance equipment will be provided to south bank of "Q" St. Floodway. . . . ."

Before the signing of this permit, the property (shown in red on the attached Sketch No. 3045) was viewed in the field by your Mr. Al Bates and Mr. Johnson, at which time it was mutually agreed that in-lieu access to the south bank of the "Q" Street Floodway would be provided to the City by the Oregon State Highway Department. Generally, such access would be as shown in green on Sketch No. 3045.

Please confirm, in writing, that the City is assured of this access in a complete package of fee simple right-of-way and constructed roadway of not less than 20 feet in width, suitable for travel of heavy ditch cleaning equipment.

Very truly yours,

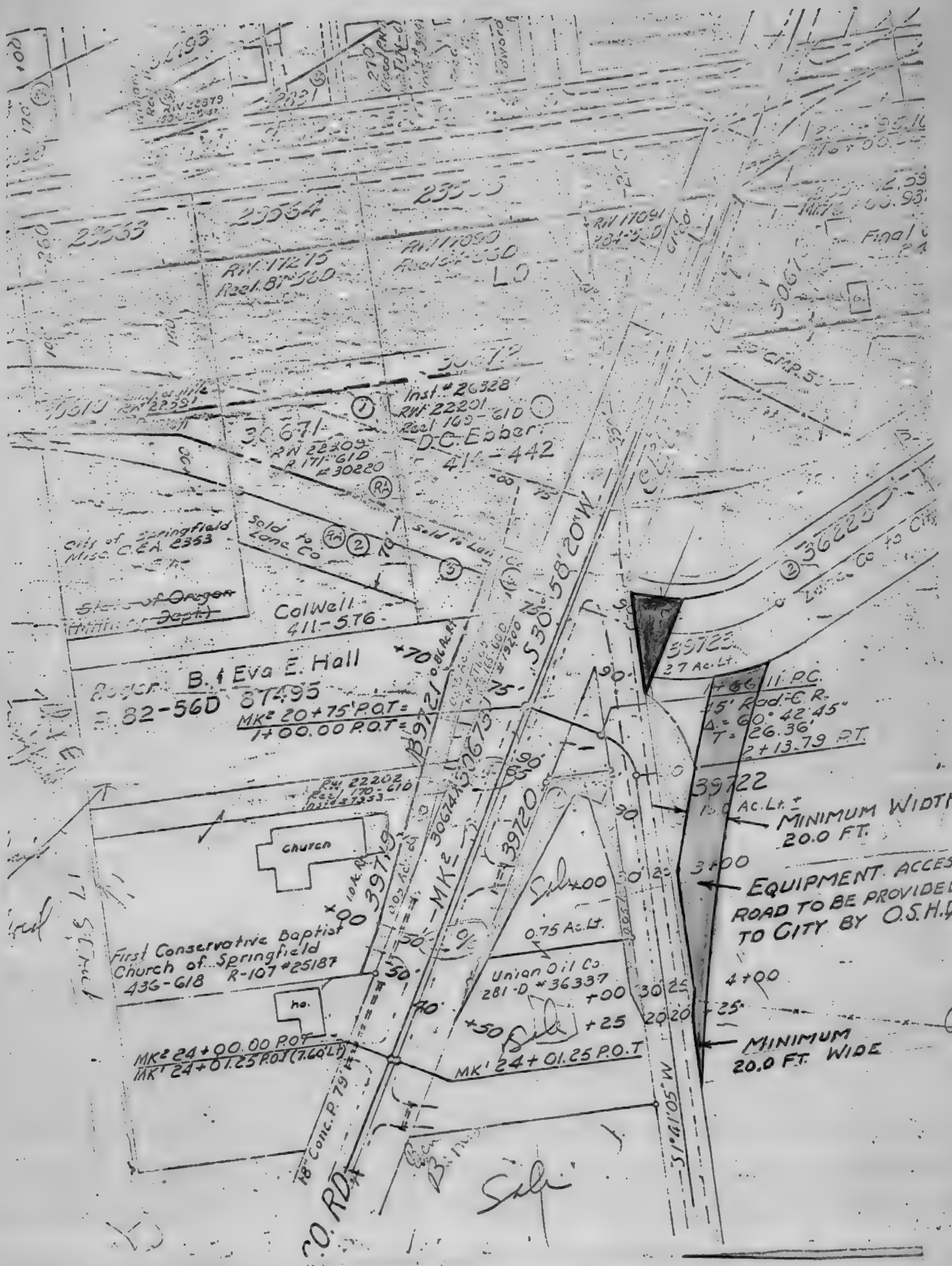
L. T. Eison
City Engineer

by Tom R. Johnson
Assoc. City Engineer

RECEIVED
MAY 13 1966
OREGON
STATE HIGHWAY COMMISSION

LTE:TRJ:vw

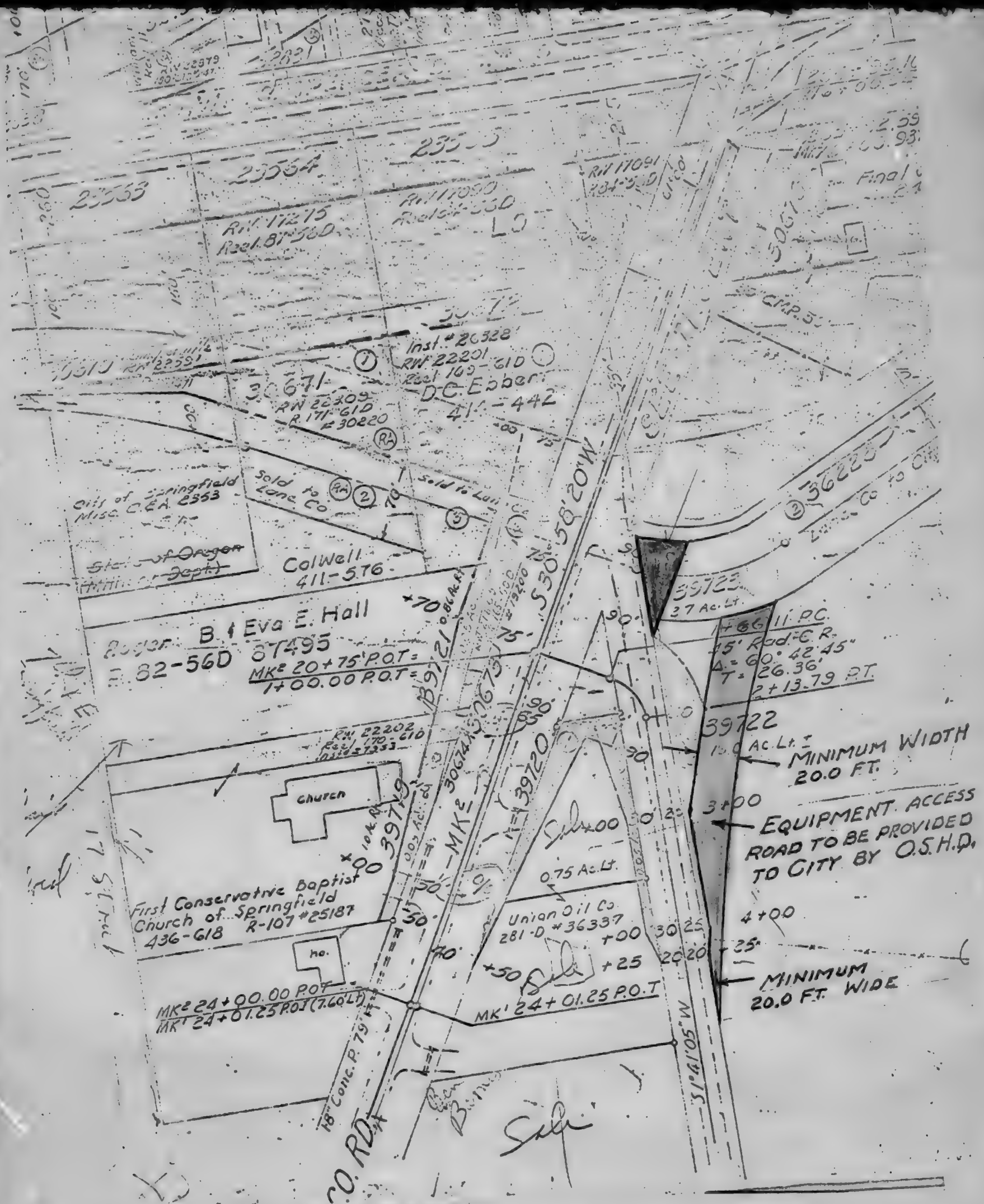
Enclosure
cc: Mr. Rod Porter w/Encl.
Mr. A. W. Bates w/Encl.



ACCESS ROAD
18TH & MOHAWK
Scale 1" = 100' May 12, 1966
CITY OF SPRINGFIELD
ENGINEERING DEPT.

Drawing No 3045

This sheet to be given to Oregon with file 5/4/66



ACCESS ROAD
18TH & MOHAWK
Scale 1" = 100' May 12, 1966
CITY OF SPRINGFIELD
ENGINEERING DEPT.

Drawing No 3045

This sheet
Involved
prepared by
J. M. Morgan
O. S. H. Dept.
from Roseburg, Oregon

5/4/66

Stay with
subject file

RECEIVED
APR 20 1966

Commissioners
Chairman
Wayne E. Phillippe, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

120-1135

6855

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

RECEIVED
APR 20 1966
CONSTRUCTION
DIVISION

April 19, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of April 12, 1966 which enclosed plan title sheets for the following six projects:

1. Ontario Interchange-Idaho State Line Section, Old Oregon Trail Highway, Malheur County.

2. Newberg-Dundee Section, Pacific Highway West, Yamhill County.

3. Main Street Connection(Klamath Falls)Section, The Dalles-California Highway, Klamath County.

4. Little North Fork Nehalem River-Humbug Summit Section, Sunset Highway, Clatsop County.

5. Mohawk Road Interchange, Eugene-Springfield Highway, Lane County.

6. Junction City-Eugene Section, Pacific Highway West, Lane County.

There will be no adverse effects on wildlife resources as a result of any of the above projects, consequently they are all approved by this agency.

The opportunity to review these projects is appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

4-20-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (2)
A. F. Parson (2)
fp

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
(FAP 5 LOOP)

Page 1 of ____ Pages

Section MOHAWK ROAD INTERCHANGE Highway EUGENE-SPRINGFIELD County LANE Prefix ____

Res. Engr. ____ Approx. Length ____ Miles. Sta. 249+ to Sta. 283+ Date 3-22-66

Truck A.D.T. 696 Traffic Coefficient 10.2 18 kip s.a. per day 487.9.

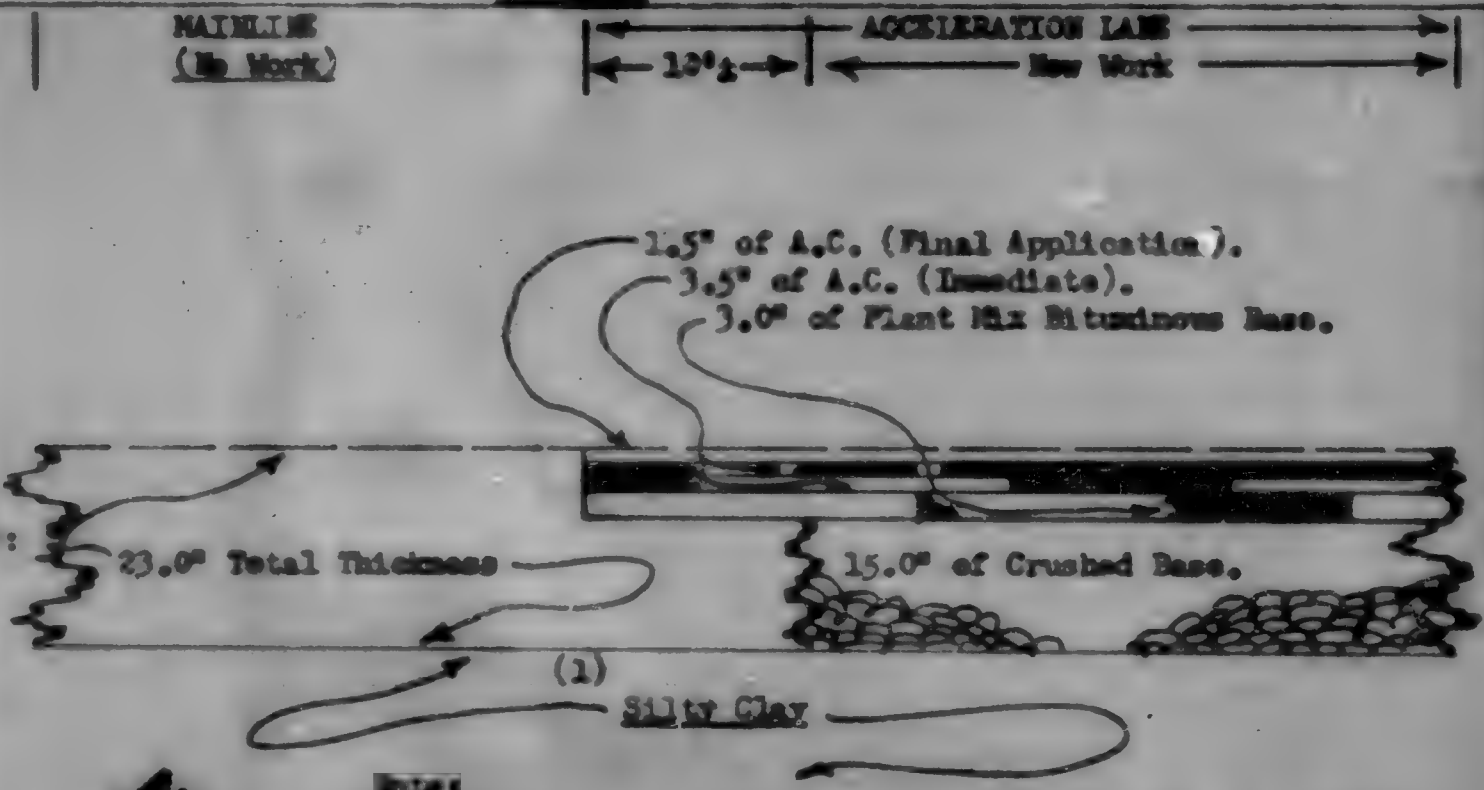
Annual Precipitation 42"± Frost Penetration ---------.

NO SCALE

(1)
Typical Soil
40 LL
12 PI
100 %P 10
84 %P200
0 %Gravel
1 %C Sand
15 %F Sand
51 %Silt
33 %Clay
8 "R" Value

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined by the Engineer.



CBE Total Req.	Credit	Thick.	
	3.0	1.5	A.C.
	7.0	3.5	A.C.
	5.5	3.0	P.M.B.B.
	15.0	15.0	Cr. Base
See Note	30.5	23.0	

NOTED
E. L. BARK

Note:
Recommend Acceleration lanes match thickness of existing roadway without consideration of present Traffic Coefficient and "R" Values.

cc:
HQ:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by E. J. Engr for State Assistant

Recommended by Engineer of Materials

Recommended by L. L. Parker Asst Construction Engineer

Approved by Asst. State Highway Engineer

RECEIVED
MAR 28 1966
6-26-185

MOHAWK ROAD INTERCHANGE
SOCENE-SPRINGFIELD FAP 5 LOOP
LANE COUNTY

"OTHER ROADS"

Name	Truck ADT	A.C. Wearing Surface	*PMSB or Level	Crushed Base	CBR Req.	Actual Thickness
Mohawk Road	180-250	3.5"	*3.0"	17.0"	29.5"	23.5"
Lanes A, B, C, AD	90-180	3.5"	*3.0"	15.5"	28.0"	22.0"
"Q" St. Conn.	30-42	3.5"	2.0"	15.0"	24.0"	20.5"
18th St.	8-12	3.0"	2.0"	12.5"	20.5"	17.5"

Should substitutions be made use "CBR" Requirement Column to obtain total thickness requirement and table below for values.

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base

SECTION. MOHAWK ROAD INTERCHANGE

HIGHWAY EUGENE-SPRINGFIELD FAP 5 LOOP

COUNTY: LANE

Traffic Analysis: MAINLINE

Calculation for Traffic Coefficient

Loadometer Study For Lan: _____

A. Present ADT 9597 (Averaged Total)

B. Future ADT 18233 (Averaged Total)

C. Mean ADT 13915 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) F= .05 x (C) 13915 = 696

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 696 x (H) 100 % = 696

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 10.2

MOHAWK ROAD INTERCHANGE
EUGENE-SPRINGFIELD FAP 5 LOOP
LANE COUNTY

	Mohawk Road	"A" Line	"B" Line	"C" Line	"D" Line	"Q" St. Connx.	18th St.
Present ADT	7,700	3,000	650	650	3,000	1,400	400
Future ADT	17,150	6,000	1,550	1,500	6,000	2,800	800
Mean ADT	12,425	4,500	1,100	1,100	4,500	2,100	600
Design Period	20	20	20	20	20	20	20
No. of Lanes	2 Way	1 Way	1 Way	1 Way	1 Way	2 Way	2 Way
Percent Trucks	4	4	4	4	4	4	4
Trucks 1 Way	249	180	44	44	180	42	12
% Trucks in Design Lane	100	100	100	100	100	100	100
Trucks in Design Lane	249	180	44	44	180	42	12
Traffic Coefficient	9.0	8.6	7.4	7.4	8.6	7.3	6.3

SECTION: MOHAWK ROAD INTERCHANGE

HIGHWAY: EUGENE-SPRINGFIELD FAP 5 LOOP

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Part of design on Mainline
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Minor importance
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as the major work on this project is constructing ramps, legs, frontage roads, etc. for an Interchange. The Mainline is Asphaltic Concrete.

RECEIVED
FEB 3 1966

FOR FILING
120-1135
6855

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1966

SUBJECT: Mohawk Road Interchange
Eugene-Springfield Highway
City of Springfield
Lane County

To:
Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

A carbon of a January 19 letter from T.R. Johnson, Assoc. City Engineer of Springfield, to Mr. Larry Schmidt, Union Oil Company, was referred to this section for review.

Union Oil Company is planning a new station on Mohawk Road southerly of our interchange and on the east side of Mohawk Road. The City was supplying them prints of the contract which has been let by the City for widening Mohawk Road to four lanes in this area, and in their letter of transmittal advised that the Highway Department had plans for an overpass and interchange which would overlap their contract.

Mr. Schmidt called me from Seattle to discuss the probable grade differences in the vicinity of their proposed station. He advised that their property is that shown as Robinson and Smith on our right of way map 8B-8-10 and that their development was to be on the Smith property, starting approximately 20 feet southerly of the north property line.

He was advised that the survey for the interchange was in progress so that nothing was final but that our preliminary profiles would indicate not more than a one-foot raise above existing grade at that point. I presume that he will contact us again after completing the station layout and prior to finalization of grades.

The City contract will provide a 60-foot curbed street including a 12-foot curbed median. Our preliminary profile shows that we will be making a grade change on this street for approximately the northerly 200 feet of their contract. According to the City letter, this contract has been let and

construction will start in the spring. As soon as a determination can be made of our final profile and the area of conflict with their contract, an attempt should be made to tie down the timing on our construction so as to avoid a duplication of work.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp

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OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan
Decker
Bond
Berbee
Walker
Glenn
Swan

RECEIVED
JAN 25 1966
CONSTRUCTION
DIVISION

REFERRED TO
Admin
BY SECRETARY

January 19, 1966

Mr. Larry Schmidt
Union Oil Company
333 Taylor Avenue, North
Seattle, Washington

Subject: Street Paving Project No. 315-65 -
Mohawk Blvd. from 16th to 18th Sts.

Dear Mr. Schmidt:

In response to your telephone call on January 18, 1966 I enclose Drawing No. 2002 titled "Street Paving Mohawk Blvd. from 16th to 18th Streets" dated July 12, 1965. This drawing is being provided at your request to you so that you may have knowledge of the curb grades shown to facillitate lay-out a new Union Oil station to be located at Mohawk and 18th Street.

You are cautioned that the State of Oregon Highway Department is planning to construct an overpass on Mohawk Blvd. which may appreciably raise the street and curb grades as shown on our drawing in the vicinity of your proposed station. We suggest that you consult with the State in regard to their plans.

The contract for Project No. 315-65 has been let and construction will start in the Spring.

Very truly yours,

L. T. Eison
City Engineer

TRJ:mds

By Tom R. Johnson
Assoc. City Engineer

cc: Oregon State Highway Dept. w/encl.

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JAN 20 1966
OFFICE OF
STATE [illegible] ENGINEER

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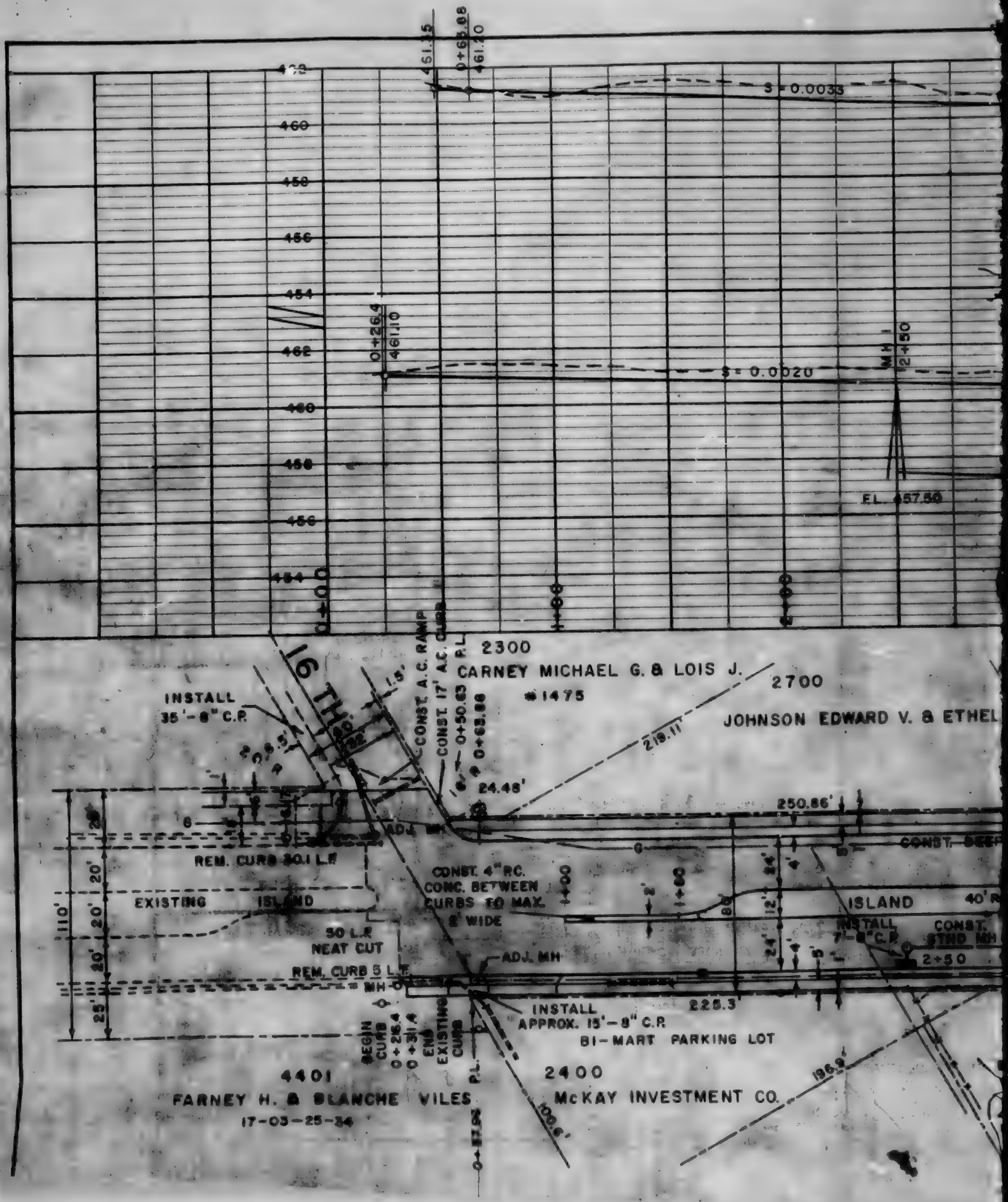
JAN 20 1966
OREGON
STATE HIGHWAY COMMISSION


461.15
0+63.88
461.20
S = 0.0033
460
459
458
457
456
455
454
0+26.4
461.10
S = 0.0020
MH
2+50
460
459
458
457
456
455
454
EL. 457.58
16 TH
CONST. A.C. RAMP
CONST. 17' A.C. CURB
P.I.
0+50.63
0+63.88
2300
CARNEY MICHAEL G. & LOIS J.
#1475
2700
JOHNSON EDWARD V. & ETHEL
INSTALL
35'-8" C.P.
219.11
24.48'
250.86'
REM. CURB 30.1 L.F.
CONST. 4" R.C. CONC. BETWEEN CURBS TO MAX. 8' WIDE
EXISTING ISLAND
ISLAND
50 L.F. NEAT CUT
REM. CURB 5 L.F.
ADJ. MH
INSTALL 7'-8" C.P.
CONST. STND MH
2+50
INSTALL APPROX. 15'-8" C.P.
225.3
BI-MART PARKING LOT
BEGIN CURB
0+26.4
0+31.4
END EXISTING CURB
P.I.
4401
FARNEY H. & BLANCHE VILES
17-03-25-34
2400
McKAY INVESTMENT CO.
196.9'
100.6'

PROFILE O. P. R. & R. E. STANDARD
ESSER CO., NEW YORK.

3+82.78
480.20
466.35
NH 3
4+00
479.95
4+30.92
459.78
5+00
459.20
CURB ELEV. WEST SIDE
S=0.0084
DEEP CATCH BASIN F.L. 456.60
CONST. 325 L.F. OF 12" T & G C.P. S = 0.004
F.L. OUT 456.20
F.L. IN
3+50
460.45
5+00 MH 2
459.60
CUT LINE ELEV. EAST SIDE
CURB ELEV. EAST SIDE
S = 0.0057
S = 0.004
S = 0.004
CONST. 250 L.F. OF 10" T & G C.P.
F.L. IN 456.50
F.L. OUT 456.17
CONST. 225 L.F. OF 12" T & G C.P.
F.L. IN

17 TH ST.

DAVIDSON HUBERT F. & R. G.
6100
1560
KANE
& I. M.
60
& ETHEL
121.88'
16'
2+62.78
CONST. A.C. RAMP
32'
50'
4+30.92
10' R
RAISH MYRTLE
7100
55.8'
137.13'
(114.73')
167.76'
CONST. CATCH BASIN
ADJ. CB
CONST. 325' OF 12" T&G C.P.
CONST. DEEP CATCH BASIN
INSTALL 36"-8" C.P.
CONST. STND. MH 3
INSTALL 7'-8" C.P.
ISLAND (INSTALL SPRINKLER SYSTEM ALL ISLANDS)
40' R
CONST. STND MH 1
INSTALL 24"-8" C.P.
CONST. STND. CATCH BASIN
CONST. STND MH 2
CONST. CATCH BASIN
CONST. 225' OF 12" T&G C.P.
2+50
ADJ. MH
CONST. 250' OF 10" T&G C.P.
84.03'
68.67'
83.97'
83.97'
84.36'
ADJ. MH
1563
1564
1565
1569
1571
191.52'
134.11'
220.78'
179.73'
139.09'
185.16'
144.78'
4300
MILLER FRANK L. & OLIVE W.
17-05-25-34
6900
MILLS JACK R. & D. B.
6800
ATTO GEORGE E.
6600
CALVERT GARELL D. & M.C.
6500
CARPENTER WAYNE & R.

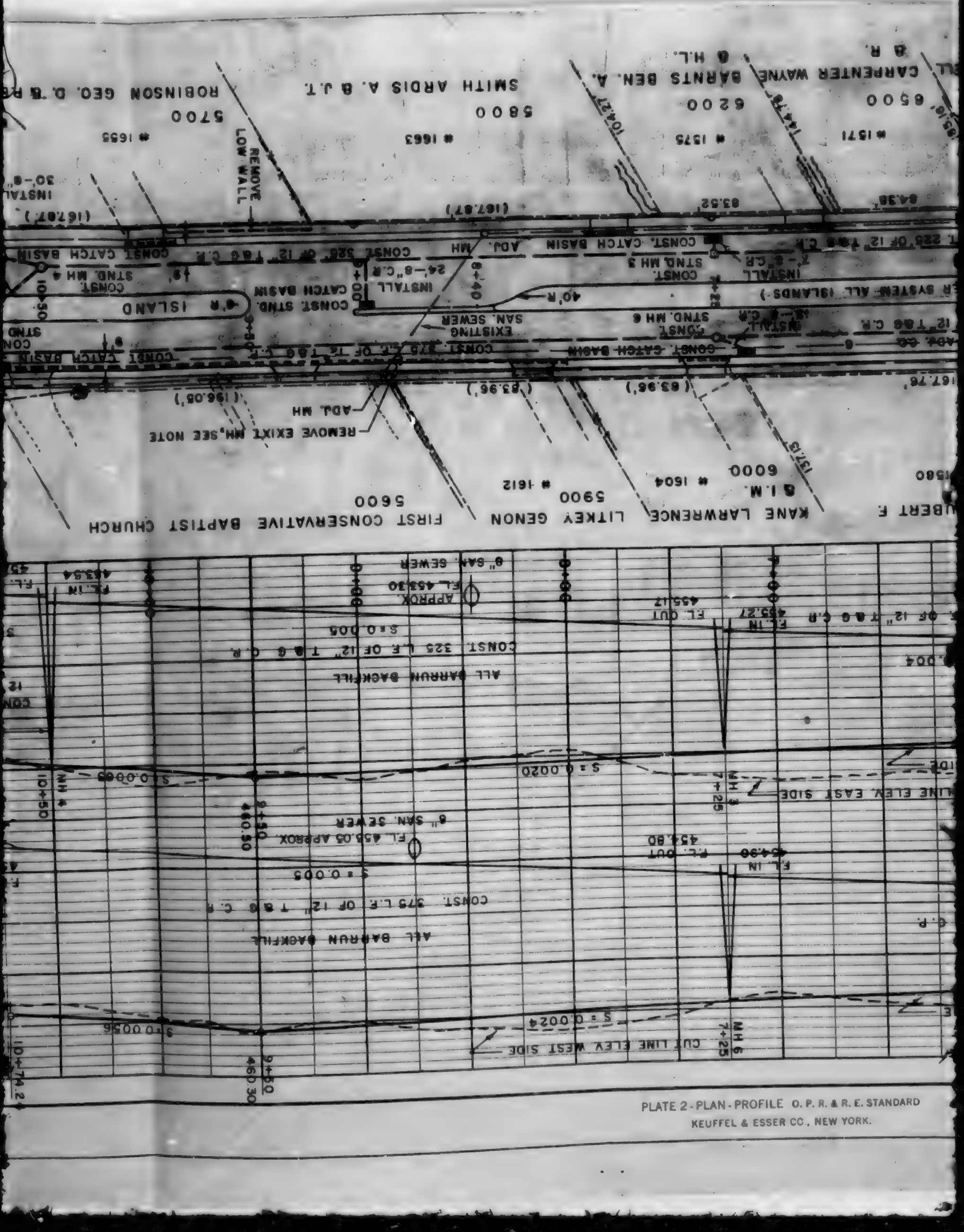
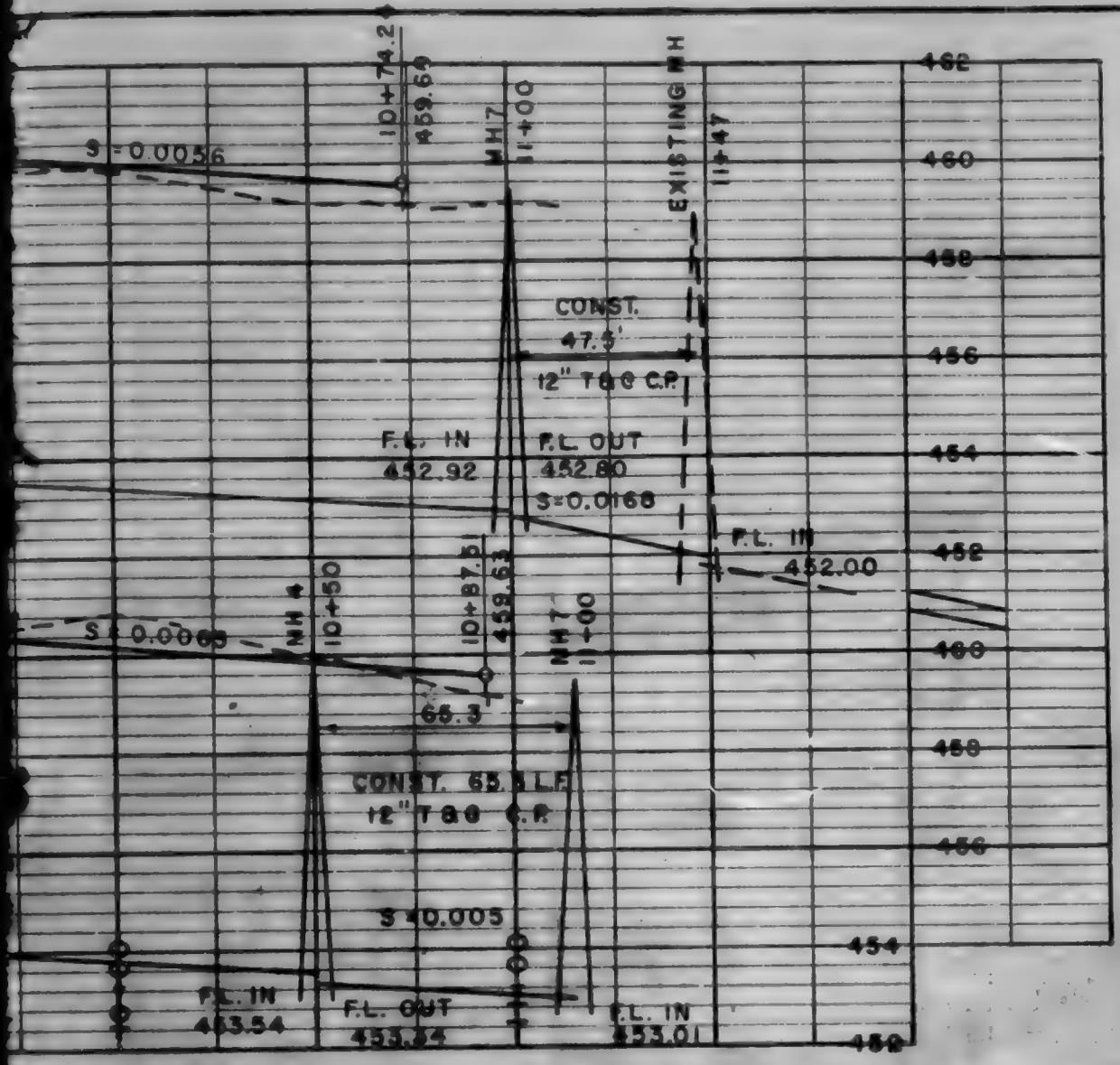
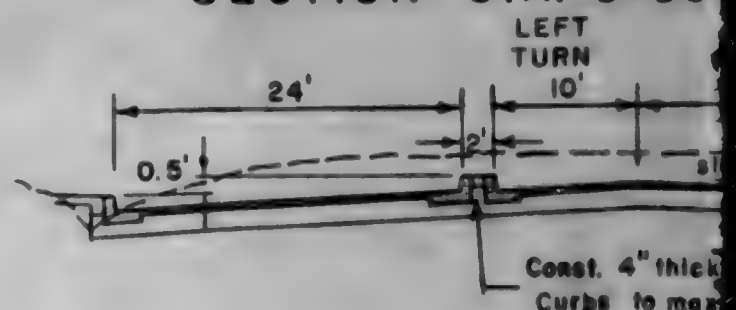


PLATE 2 - PLAN - PROFILE O. P. R. & R. E. STANDARD

KEUFFEL & ESSER CO., NEW YORK.





SECTION STA. 3+50

CONST. WEEPHOLES AS PER SPECS. AND A
THE ENGINEER

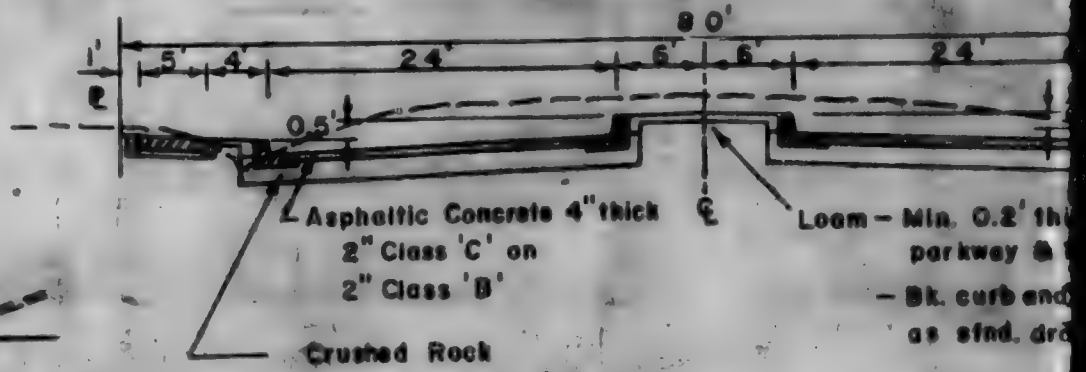
DWY. SIZES AND LOCATION TO BE ESTABLIS
OF CONSTRUCTION

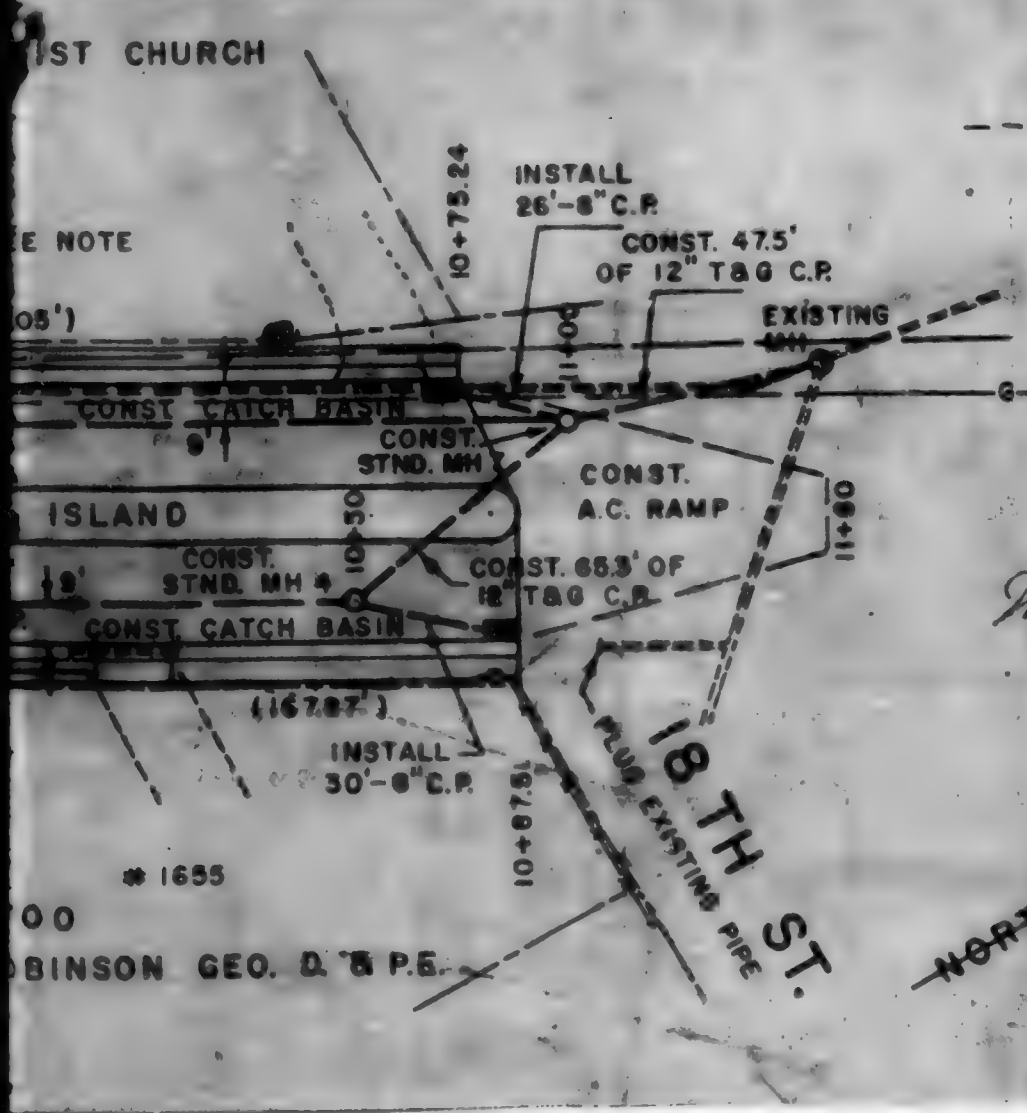
INSTALL A COMPLETE SPRINKLER SYSTEM
SEE SPECIAL PROVISIONS BID ITEM NO

EXISTING MH STA 8+78 REMOVE PORTION A
FILL REMAINDER WITH ROCK (1½"-0), SE
PARTS FOR PICK-UP BY CITY

ALL SALVAGEABLE CONC. PIPE ENCOUNTER
BE SET ASIDE FOR PICK-UP BY CITY

TYPICAL SECTION





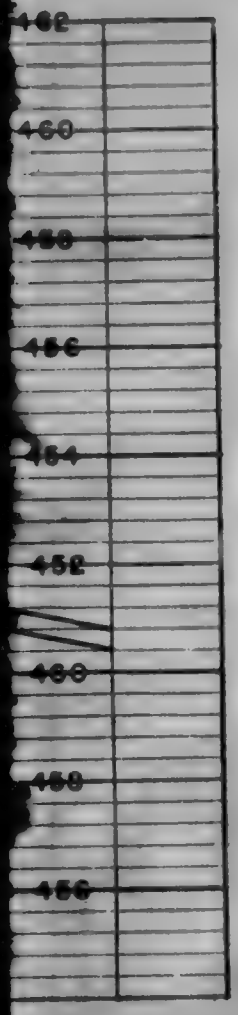
REGISTERED PROFESSIONAL ENGINEER
5179
William Merle Blair
OREGON
JULY 1954
WILLIAM MERLE BL

19-00
17-03-25-31

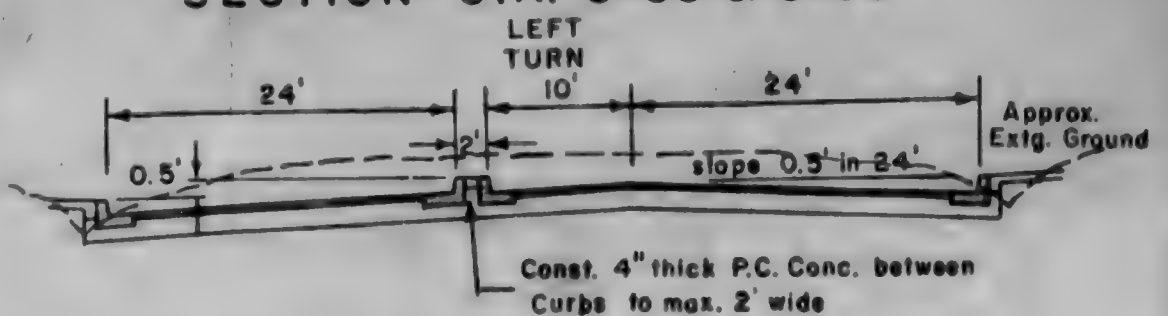
FIELD BOOK 52 PAGES 2 & 48

CITY OF SPR
ENGINEERING
STREET
MOHAWK
FROM 16 TH
DRAWN J.B.D.
CHECKED E.M.B.
APPROVED
CITY EN

DRWG No
2002



SECTION STA. 3+50 & 8+50



CONST. WEEPHOLES AS PER SPECS. AND AS DIRECTED BY THE ENGINEER

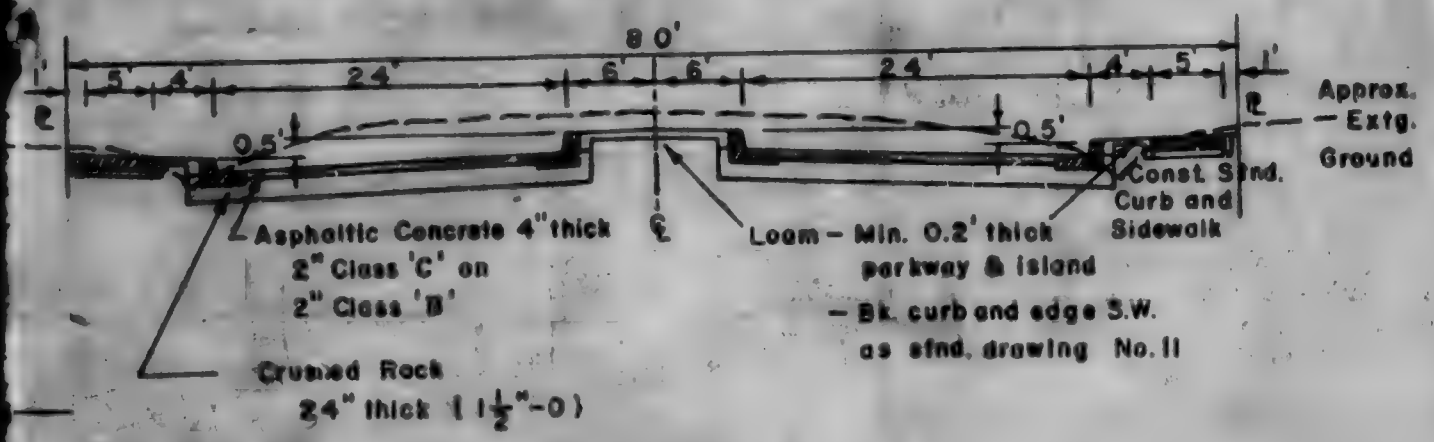
DWY. SIZES AND LOCATION TO BE ESTABLISHED AT TIME OF CONSTRUCTION

INSTALL A COMPLETE SPRINKLER SYSTEM FOR THE ISLANDS SEE SPECIAL PROVISIONS BID ITEM NO. 28

EXISTING MH STA 8+78 REMOVE PORTION ABOVE SUB-GRADE, FILL REMAINDER WITH ROCK ($1\frac{1}{2}$"-0), SET ASIDE SALVAGEABLE PARTS FOR PICK-UP BY CITY

ALL SALVAGEABLE CONC. PIPE ENCOUNTERED IN THE EXCAVATION SHALL BE SET ASIDE FOR PICK-UP BY CITY

TYPICAL SECTION



PROFILE

NO.	NOTE BOOK	BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
	B. M.'s NOTED		
	STRUCTURE NOTAT'NS CH'KD.		

REGISTERED PROFESSIONAL ENGINEER 5170 William Merle Blair OREGON JULY 11, 1958 WILLIAM MERLE BLAIR

19-00
17-03-25-31

FIELD BOOK 52 PAGES 2 & 48

CITY OF SPRINGFIELD ORE.
ENGINEERING DEPARTMENT
STREET PAVING
MOHAWK BLVD.
FROM 16TH TO 18TH ST.

DRAWN J.B.D. SCALE 1" = 50'

CHECKED E.M.B. DATE JULY 12, 1965

APPROVED _____ CITY ENGR. PROJ. NO. 315-65

DRWG No 2002

RECEIVED
JAN 20 1966
FOR FILING
120-1135
6855

January 17, 1966

Mohawk Rd
Interch

Oregon State Highway Commission

Gentlemen:

The intersection of the Eugene-Springfield Highway and Mohawk Road has been the scene of several accidents and many near-accidents since the Eugene-Springfield Highway was opened to traffic. Traffic lights have been installed as a temporary measure to relieve the situation. Since our initial planning of this facility, Mohawk Road has been widened to four lanes southerly of the Eugene-Springfield Highway by Lane County and this has made the intersection even more intolerable. It is now considered desirable to construct an interchange. I am attaching a sketch map of the area.

Our estimated cost of construction is $800,000. It is necessary to purchase a little additional right of way and this is estimated to cost $25,000 for a total estimated cost of $825,000.

I recommend that you approve this project and authorize the purchase of the necessary right of way immediately, with construction to be undertaken as soon as funds are available.

This matter will be on the agenda for the January 25 meeting.

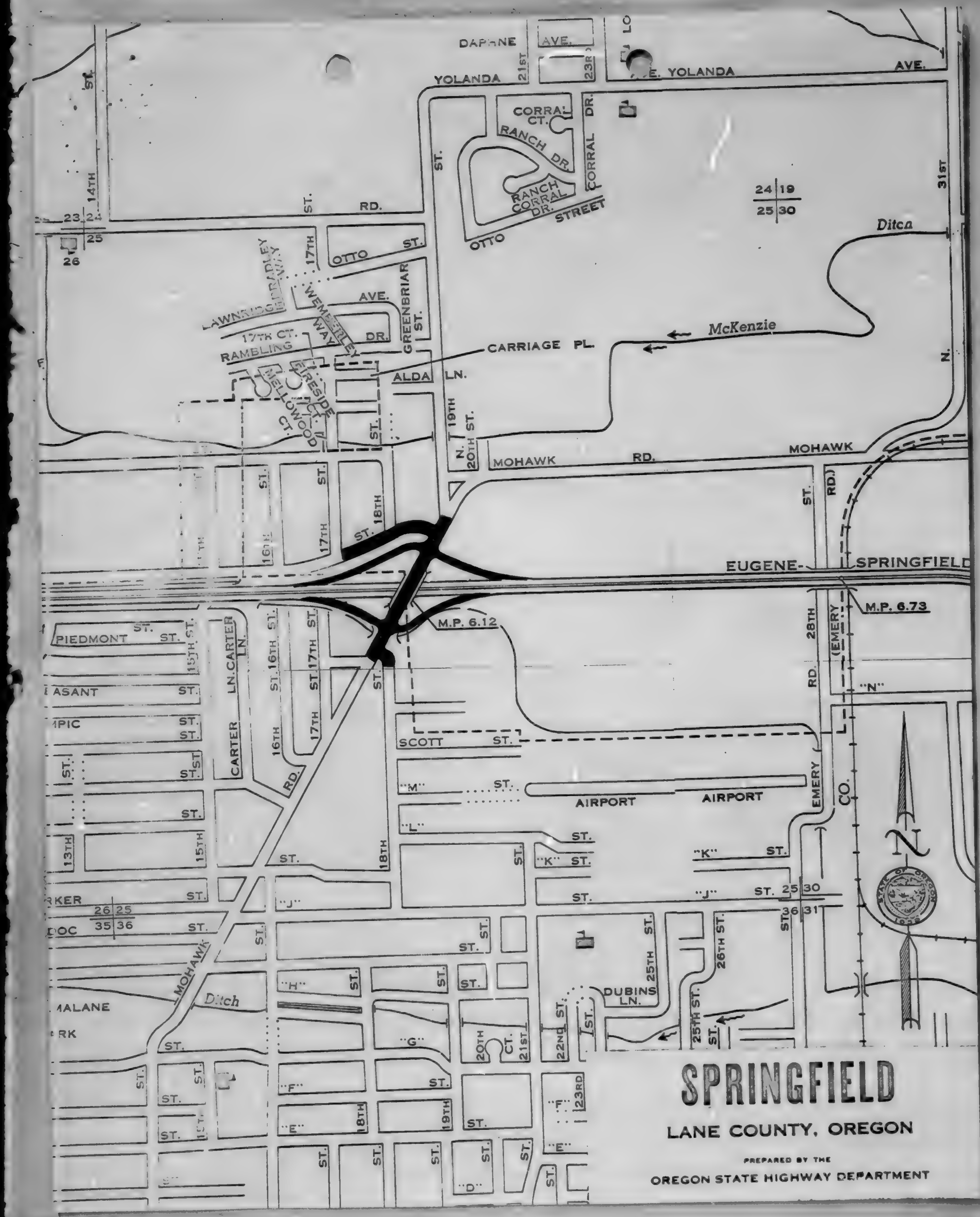
Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
L. R. Chandler



SPRINGFIELD

LANE COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
NOV 3 1965

FOR FILING
120-1135
6855

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1965

Porter

RECEIVED
F B KLABOE

SUBJECT: Mohawk Road Interchange
Mohawk Road-McKenzie Highway Section
"Q" Street

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

NOTED
R. L. PORTER

As requested by your letter of October 20, an estimate has been prepared for the construction of a full interchange at Mohawk Road. The typical section for the crossroad will be four 12-foot lanes, a 4-foot median and 4-foot shoulders. The construction of this is estimated at $710,000. Some additional right of way will be necessary but is so small as to be considered inconsequential. The figure above should be sufficient to cover both construction and right of way.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DNS:jp

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

4-1126 Little N. Fork Lehalen I.- 1960
Humbug Summit Dec. of Sunset
6856 Hwy. (Grad. & Fav.)

RECEIVED
MAY 1 1968
FOR FILE

4-1126

6456

May 1, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington

Gentlemen:

A post-final payment for $11,100 will be made to S. D. Spencer & Son on Contract No. 6856 for grading and paving on the Little North Fork Nehalem River-Humbug Summit Section of the Sunset Highway in Clatsop County, as soon as the warrant is prepared.

The total amount paid on this contract will be $820,334.13, including the post-final payment. Of the total, $33,768.15 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98662

Victor S. Risley Co.
804 Board of Trade Building
Portland, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
MAY 15 1968
FOR FILING

4-1126
6856

April 24, 1968

#5

S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98662

Gentlemen:

The State Highway Commission at its meeting on April 23 considered your request for an extension of time on Contract No. 6856 for work on the Little North Fork Nehalem River-Hamlet Summit Section of the Sunset Highway in Clatsop County.

After careful consideration, the Commission increased the calendar days by 74.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc R. D. Asburry
Curtis Baker
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Little North Fork Nehalem River-
Humbug Summit Section
Sunset Highway
Contract 6856

We have received from S. D. Spencer and Son, contractor on the subject contract, the attached request for an increase of 101 calendar days. The contractor's request covers all of the overrun in time, including a 5-calendar day extension granted by the Highway Commission August 25, 1966. The contractor's request is based on overruns in the planned excavation, delays caused by nonavailability of right of way, delays in submitting the contract to the contractor, stop work orders, and work added to the contract by extra work orders and price agreements.

There was an overrun in the contract quantity for general excavation caused by slides, changes in the cut slopes and other plan changes. This overrun amounted to more than 55,000 yards. The contractor's rate of production was 3,600 yards per day and this overrun justifies an increase of 15 work days. However, the 5-day extension granted by the Commission in August, 1966, took into consideration 5 of these days. Therefore, an extension of an additional 10 work days is justified. The slide work caused an additional effort on the contractor's part and slower production rate due to the confined areas in which he had to work adjacent to the highway. An extension of 2 additional days for this work is justified. These 12 work days justify an extension of 16 calendar days.

The contractor actually started work on May 31, but until the contract was awarded June 16, 1966, work was confined to the area between Stations 220 and 240. This was the only section where new right of way entry was authorized. On August 18, 1966, the contractor was ordered by the State Forestry Department to cease all burning and clearing work due to high fire hazard. This restriction was in effect until August 29. If all of the right of way had been available, award of the contract would not have been delayed. Then the contractor's clearing operations would not have been delayed and consequently may not have extended over into the period of high fire danger. An increase of 11 calendar days for this delay is justified.

Bids for this contract were received May 19, 1966, and the contract was not mailed to the contractor until June 20, 1966. This 32 day delay justifies an increase of 12 calendar days under the contract specifications.

RECEIVED
APR 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

The contractor's reference to stop work orders includes a stop work order issued October 19, 1966. During this stop work period no calendar days were charged. A stop work order was issued June 30, 1967, to avoid possible conflicts with holiday traffic over the 4th of July. An increase of 4 calendar days for this stop work period is justified.

One of the extra work orders written on this contract was for repair of winter storm damage. When a resume work order was issued June 1, 1967, this was the only work that could be done. The contractor was not given clearance to proceed with this work until June 8. He then performed the work, completing it on June 18. An increase of 18 calendar days for this extra work is justified.

Other extra work orders performed during the life of the contract have been reviewed by the resident engineer in relation to the contract work being performed at the same time. They provide justification for 8 calendar days and an increase in this amount is justified. The contractor also performed added work under price agreements totaling over $27,000. This additional work was performed in conjunction with contract work and represents 4% of the original contract amount. Based on this percentage, an increase of 5 calendar days is justified.

The contract was completed October 9, 1967, at which time 241 calendar days had been used. This is 96 days in excess of the number allowed and represents $14,400 in liquidated damages based on $150 per day.

For the reasons listed above, we recommend that the calendar days be increased by 74. This will reduce the liquidated damage days to 22, leaving $3,300 in liquidated damages.

This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

REQUEST FOR TIME EXTENSION - OSHD CONTRACT # 6856

The conditions and causes which prevented the accomplishment of the work in the 140 calendar days are as follows:

A.) Delays caused by errors and changes in the plans, quantities and specifications of the contract.

1.) Slides causing changes in the plans and quantities. Note: Planned excavation of 178,654 cy; Final pay excavation 252,174 cy, an overrun of 41.2% of a major bid item.

B.) Failure of the State and its Representatives to act promptly in carrying out their obligations and duties by:

1.) Failure to provide right of way so that the contractor could start the clearing and grubbing of the job in an economical and workmanlike manner to take advantage of the early summer burning season. See our letter dated July 1, 1966.

C.) Failure to submit the contract and bond to the contractor for execution within 20 days of the date of receiving bids, causing the clearing, grubbing, excavation of the roadway and other work that can be only accomplished in good summer weather to carry into inclement weather. Note: Improvement under this contract requires widening and removal of the existing roadway while being used by the motoring public, and this is only feasible during the summer construction season for their convenience, the OSHD public relations, and the contractor's economics. See contractors protest of time charges in the fall of 1966.

D.) Temporary suspension of work under article 8-6, as the engineer deemed necessary to unsuitable weather, or due to conditions he considered unfavorable for the prosecution of the work.

1.) See letter suspending all work on October 19, 1966

2.) See letter suspending work on holidays - June 30, 1967.

3.) His verbal requests to hold up work that would disrupt traffic on Friday afternoons and weekends. Verbal requests not to remove existing asphalt in fall of 1966.

4.) Contractors protests in June, 1967, for time charged against him for time spent on Force Account of winter clean-up and slides occurring in 1967.

REQUEST FOR TIME EXTENSION - OSHD CONTRACT # 6856 (Cont.)

D.) Cont.

5.) Winter suspension causing contractor to remobilize for another season. Note: The paving sub-contractor had to replace the high volume, high production paving plant he had scheduled for the fall of 1966 with a slower and less productive spread in 1967 because of the delays herein noted in this time protest.

E.) Performance of extra work under Article 4-4

1.)	Selective removal of timber	$ 2,296.00
2.)	Extra clearing and grubbing	900.00
3.)	Rock toe material	17,360.00
4.)	18" perf. pipe	1,700.00
5.)	Loose rip-rap	1,029.00
6.)	36" Wye	100.00
7.)	36" Elbow	275.00
8.)	42" Wye	90.00
9.)	42" Elbow	350.00
10.)	Loose Rip-rap	100.00
11.)	Back Fill	595.00
12.)	Ditch Excavation	1,468.00
13.)	Furnish Test Lab.	100.00
14.)	Drill & burn extra holes in guardrail	84.00
15.)	Guardrail back-up plates	260.00
16.)	Extra for buried posts	182.00
17.)	Extra freight for 86 additional posts	43.00
18.)	Extra for curved guardrail	13.75
19.)	Extra guardrail	6,450.00
20.)	Extra guardrail posts	720.00
21.)	Top soil on slide	410.76
22.)	Slide repair	6,468.30
23.)	Extra clearing	495.13
24.)	Slide area clean-up	7,248.08
25.)	Box culvert area	5,257.31
26.)	Guardrail installation	70.97
27.)	Extra materials	16,078.74
	Total	$70,145.04

In summation of the above, the contractor should be granted the time he has requested to complete the contract.

S. D. Spencer & Son
4614 N. E. 72nd Ave.
Vancouver, Washington
98661

[illegible]
FORM
4-11-26
6X-6

April 16, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 5
April 23, 1968 meeting

Gentlemen:

S. D. Spencer & Son, contractor on the Little North Fork Nehalem River-Humbug Summit Section of the Sunset Highway in Clatsop County, Contract No. 6856 (a State project) has requested an increase of 101 calendar days. The contractor's request is based on overruns in excavation, nonavailability of right-of-way, delay in submitting the contract forms, stop work orders, and extra work added to the contract.

There was an overrun in the general excavation item amounting to more than 55,000 yards. This overrun was caused by slides and plan changes. Based on the contractor's actual rate of production the overrun justifies an increase of 13 workdays. By your action of August 25, 1966, five days were granted. An additional extension of 10 workdays or 14 calendar days is now justified.

The slide work also involved a slower production rate due to the necessity of working in confined areas adjacent to the highway. An extension of two calendar days for this work is justified.

Due to the extremely dry weather the State Forestry Department directed all clearing and burning operations be stopped for a period of 11 days in August. An extension in this amount is justified.

Because of nonavailability of right-of-way there was a delay in awarding and mailing the contract forms. This delay justifies an increase of 12 calendar days.

The contractor was directed to stop work over the 4th of July weekend in 1967 and an extension of four calendar days for this period is justified.

Extra work to repair winter storm damage when work resumed after a winter shutdown justifies an increase of 18 calendar days.

Other extra work added which was not anticipated prior to award of the contract delayed the contractor's regular work and an increase of 13 calendar days is justified.

The contract was completed October 9, 1967, at which time 241 calendar days had been used. This is 96 days in excess of the number allowed. For the reasons listed above we recommend that the calendar days be increased by 74. This will reduce the number of days on which liquidated damages are assessed to 22, amounting to $3,300.

This matter will be on the agenda for your consideration at the April 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enclosure

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nn jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6856 Contractor S. D. Spencer & Son

Highway Sunset

Section Little North Fork Nehalem River- Humbug Summit

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Overruns in plan excavation, shutdown of burning operations by the State Forestry Department, delay in mailing the contract, shutdown over the 4th of July, 1967, holiday, and work performed under price agreements and extra work orders justify an increase of 74 calendar days.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No.	6856
Project designation	State (State-Federal)
Date awarded	June 16, 1966
Work started	May 31, 1966
Per cent completed	100% Oct. 9, 1967 (Date)
No. of ~~Workdays~~ Calendar days Allowed	140 + 5
No. of ~~Workdays~~ Calendar days Used	241
No. of Added ~~Workdays~~ Requested	74

State Printing 27000

E--320 (Rev.)—5M—5-60

RECEIVED
DIVISION ENGINEER - Division No. 2
MAR 25 1968
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 13, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar Days from 140 days to 241 days, within which to complete our Contract No. 6856, without the assessment of liquidated damages. The said contract is described as follows:

Little North Fork Nehalem River – Humbug Summitt Grading & Paving

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED SUPPLEMENT.

Respectfully submitted,

S. D. Spencer & Son
Contractor

By Geo. D. Spencer

CONSENT OF SURETY

Date 3-13-68, 19

We, FEDERAL INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Victor S. Risley Attorney-in-fact
VICTOR S. RISLEY CO.
BY: Victor S. Risley
Resident Agent

RECEIVED
APR 11 1968
OFFICE OF
RESIDENT ENGINEER
TILLAMOOK, OREGON

RECEIVED
FEB 13
FOR FILE
4-1126
6856

February 9, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 9, 1967, on Contract No. 6856. The contract was with S. D. Spencer and Son and was for grading and paving on the Little North Fork Nehalem River-Humbug Summit Section of the Sunset Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 9, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

srb jes

RECEIVED
FEB 19 1968
FOR FILING

4-1126

6851

February 9, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6856 awarded to S. D. Spencer and Son for grading and paving the Little North Fork Nehalem River-Humbug Summit Section of the Sunset Highway in Clatsop County was completed on October 9, 1967, and accepted by the Highway Commission on February 9, 1968.

Final payment in the amount of $52,504.78 will be released to the contractor after February 19, 1968. The total contract amount is $809,234.13 including $33,780.15 for work performed under force account.

We have no record of any outstanding claims on file concerning this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fls
cc S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98662

Victor S. Risley Company
804 Board of Trade Building
Portland 4, Oregon
L. H. Young
C H. Maison
Attn: John Herr

4-1126 6856 C

FORM S-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Humbug Summit		WEEK ENDING: January 6, 1968
		SECTION PREFIX: 4-1126
HIGHWAY: Sunset		COUNTY: Clatsop
NAME OF JOB: Humbug Summit	KIND OF WORK: Grading & Paving	
CONTRACTOR: S. D. Spencer & Son	CONTRACT NUMBER: 6856	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: May 31, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 145	CALENDAR DAYS USED 241
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 166
PROJECT AUTHORIZATION: $842,537.85		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $763,578.02	ENGINEERING AUTHORIZATION $59,812.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $754,597.97	ENGINEERING COST TO DATE $79,375.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT OVERRUN UNDERRUN 1.2 %	PERCENT OF AUTHORIZATION 133 %	DATE PROJECT WAS COMPLETED: October 9, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Project Completed				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.97	1.97			1.97
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.97	1.97			1.97
TOTAL ESTIMATED QUANTITIES (CONTRACT)	196,500	63,500			15,500
TOTAL QUANTITIES CORRECTED TO DATE	252,000	57,000			15,700
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	252,000	57,000			15,700
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		Project Completed			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

RECEIVED
CONSTRUCTION
DIVISION

Scott
Litchfield
Olson

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Survey crew worked 8 man days this week marking R/W monuments; this field work virtually complete.

A Price Agreement ("13, revised) was sent to the contractor to purchase the excess materials on the project. Determination of the amount of over-production of 1½"-0 base rock has been the factor holding up this agreement.

FINAL REPORT

SIGNED O A Baker LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-FE16

RECEIVED
DEC 5 - 1967
FOR FILING

4-1126

6856

December 5, 1967

Mr. A. L. Card
420 North Holladay Drive
Seaside, Oregon 97138

Dear Mr. Card:

Thank you for your recent letter informing us that S. D. Spencer and Son has restored your property to its original condition and that you are releasing your claim.

Our records indicate this is in connection with the S. D. Spencer and Son Contract No. 6856 for grading and paving the Little North Fork Nehalem River-Humbug Summit Section of the Sunset Highway in Clatsop County.

We are advising the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc S. D. Spencer & Son
Federal Insurance Company
Victor S. Risley Company
Highway Commission

CWH:fkn

NOTED ON CARD
12-5-67

A.L. Card
420 N. Holladay Drive
Seaside, Oregon 97138

Mr. Floyd Quary, Secretary
Oregon State Highway Dept.
Salem, Oregon 97310

Subject:
Claim registered against;
S.D. Spencer & Son Contract #6856

Dear Mr. Query;

This is to advise that the said property has been restored to its original condition by S.D. Spencer & Son. My claim against the property is hereby released.

Very truly yours,

A.L. Card

Cc

NOTED
FLOYD QUERY

RECEIVED
NOV 29 1967
OREGON
STATE HIGHWAY COMMISSION

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phone: Vancouver 693-4719
Portland 285-9232
VANCOUVER, WASHINGTON 98662

November 25, 1967

#6856

Mr. A.L. Card
420 N. Holladay Drive
Seaside, Oregon 97138

Dear Sir:

On November 24, 1967 our foreman Mr. John Bosckis, rented a loader machine from Howard Johnson and restored your property to it's original condtion.

Very truly yours,

George D. Spencer

George D. Spencer

S.D. SPENCER & SON

CC: Curtis Baker, Oregon State Highway Dept.
Floyd Query, Secretary, Ore. State Hwy. Comm.
Victor S. Risley Co.

GDS/hs

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
NOV 27 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1 - 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FILING
FILED
4-1126 NOV 24 1967
6856 CLAY MYERS
SECRETARY OF STATE
Claim File No. 4343

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 24 8 44 AM '67
CLAY MYERS
SECRETARY OF STATE

November 22, 1967

Mr. A. L. Card
420 North Holladay Drive
Seaside, Oregon 97138

Dear Mr. Card:

This is to acknowledge receipt of your letter of November 14 addressed to Mr. R. D. Asburry, Division Engineer, stating that you entered into an agreement with S. D. Spencer and Son, Contractors to rent a parcel of land.

You mentioned that the contractor did not restore this property to its original condition and that you are filing a claim for your services in cleaning up the area.

Your letter stated that this is in reference to the S. D. Spencer and Son Contract No. 6856 for grading and paving the Little North Fork Nehalem River-Humbug Summit Section of the Sunset Highway in Clatsop County.

The Federal Insurance Company through Victor S. Risley Company furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. The State does not make payment of the claim but looks to the principal contractor and surety for such payment. We will notify the surety and the contractor of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please let us know the amount of your claim and when it has been paid.

RECEIVED
NOV 27 1967
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

ORIGINAL SIGNED
FLOYD QUIRY

Floyd Quiry, Secretary
OREGON STATE HIGHWAY COMMISSION

cc S.D. Spencer & Son
Federal Insurance Company
Victor S. Risley Co.
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
11-27-67
NOTED
C. W. HEAD

H-1126

420 N. Holladay Drive
Seaside, Oregon 97138
November 14, 1967

R. D. Asburry, Division Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

In connection with the widening project on the Sunset Highway this year, the S. D. Spencer and Son, Contractors entered into an agreement with the undersigned to rent a parcel of land on the south side of the highway opposite your quarry site.

This letter is to advise that, under the terms of this agreement, the site was to be restored to its original state upon removal of said scales, ramp and appurtenances. The contractor did not restore this property to its original condition, and I am, therefore, filing a claim against his final estimate which is covered by Oregon State Highway Department Contract No. 6856. The amount of this claim will be determined when the expense is known as to what it costs me to attend to this item myself.

I therefore request that final payment on this contract be postponed until this matter is settled.

Very truly yours,

A. L. Card

cc: C. H. Baker

RECEIVED
NOV 21 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 17 1967
FOR FILING
4-1126
6856

November 16, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6856, the Little North Fork Nehalem River-Humbug Summit grading and paving project on the Sunset Highway in Clatsop County, is anticipated. S. D. Spencer and Son of Vancouver, Washington, is the contractor.

This is a State project for which the original project authorization was $791,731.25. The present anticipated cost is $842,537.85, indicating an overrun of $50,806.60 or 6.42 percent.

The major reasons for this overrun were slide correction measures which were not anticipated and additional guardrail which was added to conform to the latest safety standards.

This request for an additional authorization will be presented to you at the December 12 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nn fn

FORM E-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 10, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Little North Fork Nehalem River-
Humbug Summit Section
Sunset Highway
Contract 6856

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and paving is under contract to S. D. Spencer and Son of Vancouver, Washington. The original project authorization was $791,731.25. The present anticipated cost is $842,537.85, indicating an overrun of $50,806.60 or 6.42%.

The major reasons for this overrun were slide correction measures which were not anticipated and additional guard rail added to the contract in order to conform to the latest safety standards.

As work progressed on the project, it was determined that underlying soil conditions would require extensive slope stabilization work requiring added excavation and subdrainage and surface drainage work. The necessity for this work was not evident at the time the project plans were prepared.

An overrun in excess of $15,000 is anticipated in the engineering charges caused by the project extending into a second season.

It is recommended that the project authorization be increased by $50,806.60.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Enc.
cc: L. H. Young

RECEIVED
NOV 14 1967
OFFICE OF

FILED
NOV 9 - 1967
FOR FILING

4-1126
6856

November 9, 1967

King, Miller, Anderson, Nash & Yerke
Attorneys and Counselors at Law
American Bank Building
Portland, Oregon 97205

Attention: Mr. Harvey C. Barrager

Gentlemen:

Thank you for your letter of November 6 advising us that the claim of Frank Lyons and Company, Oregon Limited, against S. D. Spencer and Son has been satisfied.

Our records indicate that this claim was for materials in the amount of $2,710.79 which was filed against the S. D. Spencer and Son Contract No. 6856 for grading and paving the Little North Fork Nehalem River-Nehalem Summit Section of the Sunset Highway in Clatsop County.

We will advise all interested parties of the receipt of your letter.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

cc S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98662

Federal Insurance Company
417 Norton Building
Seattle, Washington 98104

Victor S. Risley Company
804 Board of Trade Building
Portland 4, Oregon

RECORD CARD
11-9-67

Commissioners
CWH:fkn

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE
AREA CODE 503
226-2431

CABLE ADDRESS
"KINGMAR"

HELEN F. ALTHAUS
JEAN P. LOWMAN
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
WILLIAM N. STILES
R. ALAN WIGHT
DAVID W. MORTHLAND
WILLARD M. BUSHMAN
SIDNEY A. BROCKLEY
DALLAS W. ISOM
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
JON E. BISCHEL
RALPH M. DAVISSON
DOUGLAS LEONETTI

November 6, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Subject: Little North Fork Nehalem River-Humbug Summit Section Project of the Sunset Highway Contract No. 6856

Dear Mr. Query:

This is to advise you that the claim of Frank Lyons & Co., Oreg. Ltd., against S. D. Spencer & Son under the subject contract has been satisfied.

Very truly yours,

KING, MILLER, ANDERSON, NASH & YERKE

By Harvey C Barragar

cc Mr. Paul R. Meyer

cc ✓

RECEIVED
NOV 8 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

Form E-[illegible] (Rev. 10-66)

4-1126
6856

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Little North Fork Nehalem River-Humbug Summit Date October 23, 1967

Highway Sunset Contract No. 6856

County Clatsop Kind of Work Grading and Paving Contractor S. D. Spencer & Son

	Authorized	Estimated
Contract Amount	$ 728,000.00	$ 745,054.12
Anticipated Items	19,650.00	24,450.46
Contingency (4½%)	33,644.25	51,148.21
Engineering	59,812.00	75,000.00
Credits for maintenance rock	- 49,375.00	- 53,114.94
PROJECT COST	$ 791,731.25	$ 842,537.85

NET INCREASE $ 50,806.60 or 6.42%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
(C)	Bid Item No. 3 General Excavation, Unclassified	$ 158,130.00	$ +34,335.00
(C)	" " " 4 Emb. Found. Exc., Unclassified	7,498.80	- 29,201.20
(C)	" " " 9 Special Backfill in Drains	15,713.72	+ 5,043.72
(C)	" " " 13 Plant-Mix Stone Base	146,676.07	- 10,793.93
(C)	" " " 33 8-inch Drain Pipe	32,776.24	+ [illegible],776.24
(C)	" " " 40 Guard Rail	19,334.75	+ 7,034.75
(A)	EWO " 1 Flagging	15,000.00	+ 5,000.00
(U)	" " 2 Topsoil on slide	410.76	
(U)	" " 3 Pioneer slide	6,468.36	
(U)	" " 4 Clean Pipe Outlet	495.13	
(U)	" " 5 Clean Winter Damage	7,034.14	
(U)	" " 6 Clean Box Culvert	5,257.31	+51,148.21
(U)	" " 7 Adjust Guard Rail	402.50	
(U)	PA " 2 Extra Clearing	18,260.00	

APPROVED BY STATE HIGHWAY COMMISSION
DATE 12-12-67

(continued on reverse side)

Principal reasons for overruns (Continue on reverse side): Weak soils which required extensive work in slope stabilization, slide corrections and extra attention to subdrainage, as well as surface drainage, was the main reason for overruns encountered. The project also carried over into two seasons instead of one as planned, causing increased costs for engineering, flagging, etc.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ C. H. BAKER
Resident Engineer

Noted by _____
For Construction or Bridge Engineer

Confirmed by /s/ GERALD WIMER
Asst. Division Engineer

Noted by _____
Assistant State Highway Engineer

SP*23769-734

RECEIVED
SEP 1 - 1967
FOR FILING
4-1126
6756

August 25, 1967

1143

Mr. and Mrs. Donald Goodrich
Cornelius,
Oregon

Dear Mr. and Mrs. Goodrich:

Your August 10 complaint about inadequate signing conditions August 9 on the construction project at Humbug Summit on the Sunset Highway has been investigated.

Since your letter lacked certain information such as the exact location of skid, the specific time of day, and the direction of travel, we could not pinpoint the precise incident but in general we found that the project has been and was then well bracketed with construction signs. Other traffic had utilized the project without difficulty. There was some shifting of traffic on the same day; a flagman was in use for a portion of the day, and there might have been some short period of time in this shifting when you could have found the signs and flagman not in their most optimum location.

We appreciate your letter because it does remind us of the need to exercise extreme care in our handling of traffic and are indeed sorry if the signs did not adequately call your attention to the construction activities.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

bc Forrest Cooper
R. L. Porter
F. D. Morgan (VDW-1143)
R. D. Asburry
C. H. Baker

(GW:am)
FDM:ss mc

4-1126

FORM E-20X—20M—7-66 SP*22811.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1967

SUBJECT: Assignment VDW 1143

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

C. H. Baker has investigated Mr. and Mrs. Donald Goodrich's August 10 complaint that there were inadequate signs on the Humbug Summit project August 9. His self-explanatory report is attached.

Basically traffic has been carried with adequate warning signs on the original pavement throughout the project until August 9 with the widening construction until then exterior to the original pavement. At that time some surface work affecting the old pavement had to be done and there were several shifts of traffic involved but all the areas where traffic was routed were either over the old pavement or where the new base rock had been treated with SS-1, and there were signs and flagmen as given in Baker's report.

A rough draft reply is attached as requested by Wolfe. Would you please forward it to him.

R. D. Asburry
Division Engineer

By Original signed by, Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:am
cc C. H. Baker

RECEIVED
AUG 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

4-1126

FORM E-20X 0566 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tillamook, Oregon
August 21, 1967

SUBJECT: Complaint of Mr. & Mrs. Goodrich
L.N.F. Nehalem R.-Humbug Summit
Sunset Highway
Clatsop County
Contract No. 6856

To:
R. D. Asburry
Division Eng'r
Salem

Since neither the time of day nor the direction of travel is denoted in the letter to the state, it is impossible todetermine exactly the number of signs passed by Mr. & Mrs. Goodrich before the occurance described in their letter. However, it should be noted that if they skidded on gravel on the first turn on the project, they had to be off the pavement on the left side, no matter which direction they were headed.

On August 9, the final finishing work on the water-mixed base was done. This required work all over the project,with almost continuous movement from one location to another. A flagman was used for 4 hours on this date. All areas where traffic was using the base rock were treated with SS-1 to keep the dust down, and the prime coat was placed on the whole job on August 10.

The West end of the project is exactly at MP 12.0, and the project is 1.97 miles long. Following is a list of signs in place on August 9:

Facing East-bound traffic:

MP 11.8	42" Construction
MP 11.85	42" Slow
MP 12.0	Contractor identification sign.
MP 12.1	Stay on Pavement No Shoulders.
MP 12.2	42" Slow
MP 12.4	Loose Gravel

Facing West-bound traffic:

MP 14.05	42" Construction
MP 14.05	42" Slow
MP 13.8	Stay on Pavement, No Shoulders.
MP 13.6	Loose Gravel
MP 12.8	Loose Gravel

In addition to the above signs, which are all mounted on posts, there were 12 Cantel barricades with electric flashers, 2--4' x 10' zebra board barricades, and reflectorized lath at variable intervals. The barricades were moved a number of times during the day, so their position at any given time is not ascertainable.

And the flagman would like to know whether this was one of the cars which nearly ran over him.

RECEIVED
DIVISION ENGINEER - DIVISION NO. 2
AUG 22 1967
ACCOUNTS

C. H. Baker
Resident Engineer

CHB/lh

REFERRED TO
Admin
BY SECRETARY

5903

RECEIVED
AUG 15 67
BY DEPUTY STATE HIGHWAY ENGINEER

August 10, 1967

Sisters, Oregon

Dear Sirs

On August 9th at 10:30 we were traveling on the Sunset Highway about 3 miles from Elsie we rounded a corner and with no warning we hit construction strip and slide rock wire in the road and almost hit another car and just about went into a ditch. We were going at a high speed. Just enough to turn us around in the gravel.

But there were no warnings of any kind no signs or blinkers. Someone could have been killed. Something should

be done about this before
there is someone killed.

Yours Truly
Mr. & Mrs. Donald Goodrich

RECEIVED
DIVISION ENGINEER - District No. 2
AUG 16 1967
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

RECEIVED
AUG 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 14 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 22 1967
FOR FILING

4-1126
6456

June 20, 1967

King, Miller, Anderson, Nash & Yerke
Attorneys and Counselors at Law
American Bank Building
Portland, Oregon 97205

Attention: Harvey C. Barrager

Gentlemen:

This is to acknowledge receipt of your letter of June 16 and attached Notice of Claim of your client, Frank Lyons and Co., Oregon Limited, stating that S. D. Spencer and Son owes them $2,710.79 for materials.

The claim states this is in reference to the S. D. Spencer and Son Contract No. 6856 for grading and paving the Little North Fork Nehalem River-Humbug Summit section of the Sunset Highway in Clatsop County.

The Federal Insurance Company through Victor S. Risley Company, 804 Board of Trade Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please inform this office when your client's claim has been paid.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Heed, Assistant Secretary

CWH:fhm
cc Federal Insurance Company
Victor S. Risley Company
S. D. Spencer & Son
Secretary of State
Commissioners

NOTED ON CARD
6-20-67

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE
AREA CODE 503
226-2431

CABLE ADDRESS
"KINGMAR"

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
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DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW

HELEN F. ALTHAUS
JEAN P. LOWMAN
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
WILLIAM N. STILES
R. ALAN WIGHT
DAVID W. NORTHLAND
WILLARD M. BUSHMAN
SIDNEY A. BROCKLEY
DALLAS W. ISOM

June 16, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Subject: Little North Fork Nehalem River-Humbug
Summit Section Project of the Sunset Highway
Contract No. 6856

Dear Mr. Query:

We enclose for filing with the clerk or auditor of the State Highway Commission a Notice of Claim executed by Frank Lyons & Co., Oreg. Ltd. A duplicate original of the enclosure has been mailed to the Secretary of State for filing in his office.

Please acknowledge receipt of this letter by signing and returning the enclosed copy to us.

Very truly yours,

KING, MILLER, ANDERSON, NASH & YERKE

By Harvey C Barragar

NOTED
C. W. HEAD

RECEIVED
JUN 19 1967
OREGON
STATE HIGHWAY COMMISSION

Claim No. 4304

FILED
JUN 19 1967
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUN 19 8 58 AM '67
CLAY MYERS
SECRETARY OF STATE

NOTICE OF CLAIM

To: The State of Oregon
by and through its
State Highway Commission

Notice is hereby given that the undersigned, FRANK LYONS & CO. OREG. LTD., an Oregon limited partnership, has a claim for materials supplied to S. D. Spencer & Son in the prosecution of the work on the Little North Fork Nehalem River-Humbug Summit Section Project of the Sunset Highway in Clatsop County, Oregon, in the sum of $2,710.79 against the bond taken from S. D. Spencer & Son and Federal Insurance Company for the work on the aforementioned project pursuant to agreement with you dated June 16, 1966.

FRANK LYONS & CO., OREG. LTD.

By James W Presley
Partner

Dated: 6/16/67, 1967

RECEIVED
FEB 16 1967

4-1126
6856

February 15, 1967

King, Miller, Anderson, Nash & Yerke
Attorneys and Counselors at Law
American Bank Building
Portland, Oregon 97205

Attention: Mr. Harvey C. Barragar

Gentlemen:

This is to acknowledge receipt of your letter of February 13 and attached affidavit of your client, Frank Lyons and Co., Oregon Ltd.

As requested, we are attaching a certified copy of the contract and bond covering S.D. Spencer and Son, Contract No. 6856, for grading and paving the Little North Fork Nehalem River-Humbug Summit Section of the Sunset Highway in Clatsop County.

This contract is not yet completed.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

CWH:fkn

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE
AREA CODE 503
226-2431

CABLE ADDRESS
"KINGMAN"

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
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DEAN D. DeCHAINE
WILLIAM N. STILES
R. ALAN WIGHT
DAVID W. MORTHLAND
WILLARD M. BUSHMAN
SIDNEY A. BROCKLEY
DALLAS W. ISOM

February 13, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

6856

Dear Mr. Query:

Our client, Frank Lyons & Co., Oregon Ltd., rented construction equipment to S. D. Spencer & Son for work on the Little North Fork Nehalem River -- Humbug Summit Section Project of the Sunset Highway.

Our client has not been paid $2,710.79 of the rental on equipment used by S. D. Spencer & Son on the aforementioned project.

Pursuant to ORS 279.512, we request that you furnish us a certified copy of the contract and bond between the State of Oregon and S. D. Spencer & Son for work on the aforementioned project. The required affidavit is enclosed.

If the work performed by S. D. Spencer & Son has been accepted, please advise us of the date of such acceptance.

Very truly yours,

KING, MILLER, ANDERSON, NASH & YERKE

By Harvey C Barragar

RECEIVED
FEB 14 1967
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
) ss AFFIDAVIT
COUNTY OF MULTNOMAH)

JAMES W. PRESLEY, being first duly sworn, deposes and says that:

1. He is a partner of Frank Lyons & Co., Oregon Ltd., an Oregon limited partnership, and makes this affidavit on behalf of said partnership.

2. Said partnership supplied materials for the prosecution of the work performed by S. D. Spencer & Son on the Little North Fork Nehalem River-Humbug Summit Section Project of the Sunset Highway during the period from on or about September 2, 1966, to October 7, 1966.

3. Said partnership supplied said materials pursuant to a contract with S. D. Spencer & Son.

James W Presley
James W. Presley

SUBSCRIBED and sworn to before me this 10 day of February, 1967.

Notary Public for Oregon
My commission expires:

NOTARY PUBLIC FOR [illegible]
My Commission Expires April 24, [illegible]

RECEIVED
FEB 14 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 17 1966
FOR FILING

11-1126
6856

October 17, 1966

Mr. George D. Spencer, Partner
S. D. Spencer and Son
4616 N. E. 72nd Avenue
Vancouver, Washington 98662

1164K

Dear Mr. Spencer:

As Mr. Query indicated to you in his acknowledgement of your October 4 letter concerning contract time on Contract No. 6856, the contents of your letter have been given further consideration by our Construction Division. Your conclusion, as set forth in the second paragraph of your letter, is correct in that the five-day extension of time approved by the Highway Commission in August was based entirely on the additional random fill and related work in the vicinity of Station 233. We understand this five-day period was the time that you requested be considered for the extra work undertaken in that area. In expediting the submission of this request to the Highway Commission, we deviated from our usual procedure in handling time extensions in that we had no formal written request from you at the time.

We realize that the delay in the award of the contract is a valid reason for time extension under the provisions of Article 8-8 of the General Special Provisions of the contract. We suggest you submit the regular formal request for this to the Resident Engineer using our Form E-320, sufficient copies of which are enclosed for your convenience. Any further request for time extension should be submitted in this same manner and will be carefully considered in accordance with the applicable specifications.

The elapse in calendar days has been charged in accordance with the definition thereof as set forth in the second paragraph of Page (b) of the General Special Provisions. We believe the calendar days charged to date have been in accordance with this specification and your protest of certain day charges for the weeks ending September 24 and October 1 will not be allowed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

JAB:fp srb
cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Floyd Query
F. D. Morgan
R. D. Asburry
C. H. Baker

Enc.

4261

OCT 19 66

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phone: Vancouver 693-4719
Portland 285-9232

VANCOUVER, WASHINGTON 98662

October 17, 1966

REFERRED TO
admin
BY SECRETARY

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Scott
Wills
Litchfield
Olson

RECEIVED
OCT [illegible] 1966
CONSTRUCTION
DIVISION

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir,

Your letter of October 7, 1966, is acknowledged. The letter compounds an already confusing situation, which I asked that you clarify by my letter of October 4, 1966. I appreciate your sending my letter of October 4 to the office of the State Highway Engineer. Perhaps I will then get an answer to my inquiry of October 4, 1966. My principal inquiry was to determine the reasons for the extension of five days for contract completion.

I was hopeful that you understood that there were many occurrences and events which justified time extensions. There was more than one request made for time extension. Your letter of September 23 did not give me any information upon which occurrence or event the State Highway Commission took its action.

I am enclosing for facility of reference copy of letter dated September 22, 1966, addressed to Mr. Asburry, wherein a review of job happenings justifying time extensions considerably in excess of that granted by the Commission was set forth. The Commission obviously did not have this letter available at its August 25, 1966 meeting.

Perhaps the best thing to do would be to have a meeting with the authorized personnel so that a full-scale review of the delays to which we were subjected can be had and the problems resolved.

You note that we have treated the Engineer's letter of August 20 as a direction to accelerate our forces and that the additional costs involved in so doing would be the subject matter of a claim. We are not desirous of arbitrarily maintaining this position, but rather want the Department to recoginize our position so that we can avoid what may be impending disputes.

Very truly yours,
S. D. SPENCER & SON

George D. Spencer, Partner

RECEIVED
OCT 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FLOYD QUERY

GDS/wf

cc: Mr. R. D. Asburry

FORM E-30 80M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 14, 1966

SUBJECT: Assignment No. 1104-FBK
Little North Fork Nehalem River to
Humbug Summit Section
Contract No. 6856

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

A suggested draft of a letter to Mr. Spencer concerning time on this project is attached. He has directed several letters to the Resident and Division Engineers stressing this time element and has protested the charging of certain calendar days during two recent weeks. In addition, he has give notice of a possible claim for additional compensation arising basically from the same factor, that is the time allowed and scheduling of the work. He has not submitted a request for time extension on our regular form for that purpose.

After we had expressed concern about the rate of progress, we understand he rented three additional scrapers to speed up the grading operation, but some 10 to 15,000 cubic yards of grading still remain to be done (below pavement level and adjacent to it), and work is now stopped intermittently due to fall rains. This grading performance was aggravated by our delay of award. Pertinent dates are as follows:

Bids received	5-19)	
Letter notice of award sent	6-17)	32 days
Contract and bond mailed	6-20)	
Start of calendar day count	7-1	

There was a lapse of 32 calendar days from the time bids were received until the contract was submitted to the contractor. I have discussed these facts in relation to Article 3-1 of the specifications with Mr. Johansen. You will note this article speaks of 30 days with reference to "the award of the contract and submission of the contract and performance bond to the contractor." Even though 2 extra days elapsed, the fact that the contractor went ahead and executed the contract without qualification at the time, gives us good reason to refuse any additional compensation for this cause, but is a valid reason for time extension. We do not think granting the full 12 days (in excess of the 20 days set forth in the specifications) as a time extension would particularly hurt our position later as far as claims are concerned.

JAB:fp
Enc.

RECEIVED
OCT 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

RECEIVED
OCT 7 - 1966
FOR FILING

4-1126

611

October 7, 1966

S. D. Spencer & Son
4616 N. E. 72nd Avenue
Vancouver, Washington 98662

FILE
10.00

Attention: George D. Spencer

Gentlemen:

This will acknowledge your letter of October 4 protesting an extension of time of five days granted by the Commission on Contract No. 8856.

Requests for extension of time are given very careful study in our Engineering Division. Pertinent facts as presented by the contractor and conditions known to the engineer are considered in relation to the terms of the contract.

In the event that some of the facts may not have been reviewed, I am forwarding your letter to the office of the State Highway Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jk

cc F. B. Klaboe

R. L. Porter

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue ● Phone: Vancouver 693-4719
Portland 285-9232

VANCOUVER, WASHINGTON 98662

October 4, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: OSHD Contract 6856,
Little North Fork Nehalem
River to Humbug Summit:

Dear Sir,

I have your letter of September 23, 1966, wherein it is stated that our request for an extension of time on Contract No. 6856, has been approved to the extent of 5 days. We are at a loss to determine how this was accomplished, in view of more than the one request that has been made of you. We would therefore request that before we answer this letter by either accepting or rejecting the Commission's allowance, that you forward to us any information which you have in your file, including the resolution and backup data pertaining thereto, which was adopted by the Commission.

Our confusion is compounded by the fact that the various requests for extensions of time would justify extensions materially greater than that which the five days encompass. We therefore have no alternative but to conclude that the Commission has acted upon only one facet of the many problems with which we have been confronted since the inception of this job.

Your immediate response to this letter would be more than appreciated.

Very truly yours,
S. D. SPENCER & SON

George D. Spencer

George D. Spencer, Partner

GDS/wf

cc: Mr. C. H. Baker, Resident Engineer

RECEIVED
OCT 5 1966
STATE

September 22, 1966

Mr. R. D. Asburry
Division Engineer
State Highway Department
Salem, Oregon

Re: Contract No. 6856
Little North Fork Nehalem River -
Humbug Summit

Dear Sir:

We cannot permit your letter of August 30, 1966, to go unanswered. Your letter criticizes the fact that our scheduling indicates a substantial portion of the grading and the major portion of the surfacing to be performed after the 1st of October and during October and November, 1966. It further suggests that the contract does allow extensions of time in the event performance is delayed by unusual weather. You state, however, that bad weather during these months is not unusual. You then conclude that if bad weather intervenes and the job lay open until the following Spring for completion that this would not be a basis for an extension of time and you would be forced to assess heavy liquidated damages.

We assume that your letter has been sent in accordance with a prescribed plan of action and would be thrown at us at a later time. It is therefore essential that the responsibility for this scheduling be placed in the proper pocket.

This job was bid and bids were opened on May 19, 1966. We bid this job on the assumption that it would be performed during the construction season of the year 1966, being favored with the good months of August and September for performance of a substantial part of the grading and practically all of the surfacing.

We further assume that the State invited bids at the time of the year that it did in order to avail itself of good bid prices which would be the fact where the work would be performed in one construction season and during the good weather of August and September.

We further assumed that the job would be let promptly after bid opening in order to permit bidders to perform their work in accordance with the contemplated schedule. We know that it is doubtful that surfacing can be applied after mid October of each year.

Despite all these assumptions, the Highway Department at the time of bid letting apparently did not have that part of the right of way available which was the key to the whole job. Due to the right of way problem for which the Department was solely responsible, formal notice to proceed was not forthcoming until June 21, 1966, when we received the contract and bond. We attempted to minimize the effect of the Highway Department's failure to act promptly by assembling our forces and equipment and performing small amounts of out-of-phase preliminary work.

Before we received the notice to proceed, we were requested to quote a price for an additional half acre of clearing, 10,000 cubic yards of excavation and 5,500 cubic yards of pit run rock for backfilling. This obviously resulted from an engineering error on the part of the Department in the original job design and plans, all of which we were not aware.

The failure to promptly acquire the right of way and to award the contract timely necessitated the scheduling of work in the very manner which you are now criticizing. This delayed our work performance. By letter of July 1, 1966, this was called to your attention. We enclose a copy of this letter for facility of reference.

The engineering or design error requiring a price agreement above referred to compounded the scheduling of work problems further. By letter of June 24, 1966, you were advised of this. For facility of reference we enclose a copy of this letter.

We now have reason to believe that the work being performed under the price agreement was mis-designed and the problem will not be corrected without additional work being performed. Again, further delays will be encountered.

In both instances a specific number of days of extension of time by reason of these delays was not requested. This was due to the fact that we were and presently are unable to ascertain the specific number of days which will be required. If bad weather intervenes, whether of a foreseeable or unforeseeable nature, during the Fall months which prevent our completion during the construction season of 1966, and we are required to finish during 1967, it is our position that time extensions must be allowed under the contract for the period of the shutdown and until job completion. Additionally, we will be entitled to compensation by reason of increased costs in so doing, inasmuch as the delays are the result of the Highway Department's failure to comply with its contract obligations.

The statement in your letter of August 30, 1966, to the effect that substantial liquidated damages will be imposed if the job overruns in time, is being treated by us as a directive that we accelerate our work forces and equipment and proceed on an all-out crash program. None of this was contemplated by the contract. This was not a risk which we assumed. This constitutes an alteration in the details or manner of construction.

Upon determination of the additional costs incurred in so doing, we will advise you. You are notified that unless you withdraw this threat and recognize that a time extension would be in order

so that the job can be completed without liquidated damages, a claim will be filed when the amount of the additional costs is ascertained. We will continue with this crash program until you direct us to the contrary.

Be assured of our continuous diligent performance and cooperation.

Very truly yours,

S. D. SPENCER & SON

By_____
George D. Spencer

XEROX COPY XEROX COPY XEROX COPY

RECEIVED
SEP 26 1966

FOR FILING
4-11-2 (
6856

September 23, 1966

S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98662

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6856 on the Little North Fork Nehalem River-Humbug Summit Section of the Sunset Highway in Clatsop County.

After considering the recommendation of the Engineer and other available information, the Commission approved an extension of the specified calendar days from 140 to 145 days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jh

cc R. D. Asbury
Curtis Baker
L. N. Young
F. D. Morgan
C. M. Malcom

RECEIVED
AUG 26 1966
FOR FILING

4-1126

6856

Salem, Oregon 97310
August 24, 1966

Little North Fork-
Humbug Summit Section

Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

Please request the Commission to approve a five-day extension on this project at your informal session tomorrow. If approved, we will send a confirming letter for the next Commission meeting.

As explained, the reason for the extension is a change in a drainage pattern whereby we will eliminate an existing 36-inch pipe located at the bottom of a high fill in a narrow draw. In place of this existing pipe, we will random fill the draw and get the pipe up higher.

The cost of this maneuver, plus other additions to the contract, will justify the five-day extension requested.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

RECEIVED
JUL 18 1966

4-1126

FORM 2-30X — 2-66 SP*23800-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1966

4-1126
6856

To: Memo to the Files

SUBJECT: Replanting Cedar Trees
Little North Fork Nehalem River-
Brabug Summit Section
Sunset Highway
Contract 6856

Closer inspection of the area in the vicinity of Mile Point 12, I believe, has revealed three trees referred to in a request that three red cedar trees at Mile Point 12 be replanted before clearing was performed in this area and they were destroyed. Just westerly of Mile Point 12, between the beginning of the project and the construction signs, are three red cedar trees located as stated in the request. One tree is approximately 5 inches in diameter and the other two are approximately 12 inches in diameter each.

As these three trees are beyond the limit of the contract, they will not be disturbed on this contract. The extension of this work, though, would necessitate the removal of them. It would be quite costly to try to transplant trees of this size, especially the 12-inch diameter trees, and it is very doubtful if this could be accomplished at this time of the year with the expectation that they would survive. As these trees will not be disturbed on this contract, we will not plan on trying to replant them.

R. D. Asburry
R. D. Asburry
Division Engineer

NOTED
TOM EDWARDS

RDA:sm
cc Tom Edwards
E. S. Hunter
C. H. Baker

RECEIVED
OCT 5 1966
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

Porter
info

NOTED
FOREST [illegible]

RECEIVED
AUG 24 1966
FOR FILING
4-1136
6856

June 17, 1966

S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98662

Gentlemen:

The State Highway Commission on May 23, 1966, accepted your proposal for grading and paving on the Little North Fork Nehalem River-Humbug Summit Section of the Sunset Highway in Clatsop County for the sum of $728,000.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer on June 16 awarded you the project, which has been assigned Contract No. 6856.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

RECEIVED
APR 21 1966

Commissioners
Pat Marker Bell, Chairman
Wayne P. Hill, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

4-1126

6856

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing

RECEIVED
APR 20 1966
CONSTRUCTION
DIVISION

April 19, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of April 12, 1966 which enclosed plan title sheets for the following six projects:

1. Ontario Interchange-Idaho State Line Section, Old Oregon Trail Highway, Malheur County.

2. Newberg-Dundee Section, Pacific Highway West, Yamhill County.

3. Main Street Connection(Klamath Falls)Section, The Dalles-California Highway, Klamath County.

4. Little North Fork Nehalem River-Humbug Summit Section, Sunset Highway, Clatsop County.

5. Mohawk Road Interchange, Eugene-Springfield Highway, Lane County.

6. Junction City-Eugene Section, Pacific Highway West, Lane County.

There will be no adverse effects on wildlife resources as a result of any of the above projects, consequently they are all approved by this agency.

The opportunity to review these projects is appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

4-20-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (2)
A. F. Parson (2)

fp

RECEIVED
APR 21 1966
COMMISSIONERS — Routing
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
Barboo
Walker
Glenn
Syrie

4-1126

RECEIVED
APR 18 1966
CONSTRUCTION
DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Scott
Wilson
Litchfield
Olson
SALEM 97310

April 12, 1966

APR 13 1966
RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water Res.
Info-Ed.
Surname

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting on May 19, 1966. Would you please give these your special attention and recommendations as soon as possible:

Main Street Connection (Klamath Falls) Section, The Dalles-California Highway, Klamath County.

Little North Fork Nehalem-Humbug Summit Section, Sunset Highway, Clatsop County

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

-66 Copies
. B. Klaboe
. H. Young
rank Hall (2)
. C. Roake
E. Morelock
.D. Asburry (2) S.N.R.
F. Putnam (2) Enc.

4-15-66

fp

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Dear Mr. Morgan,
We anticipate no fishery conflicts on the above named projects hence they are approved.

Bert Carnegie
Hydraulic Engr.

cc OGC

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

RECEIVED APR 12 1968 FOR FILING

Section LITTLE NORTH FORK NEHALEM RIVER - FISHING CREEK Highway SUNSET (FAP #27) County CLATSOP

Engr. L. A. Weber Approx. Length 2.0± Miles. Sta. 152± to Sta. 256±

Truck A.D.T. 176 Traffic Coefficient 8.6 18 kip s.a. per day 123.5

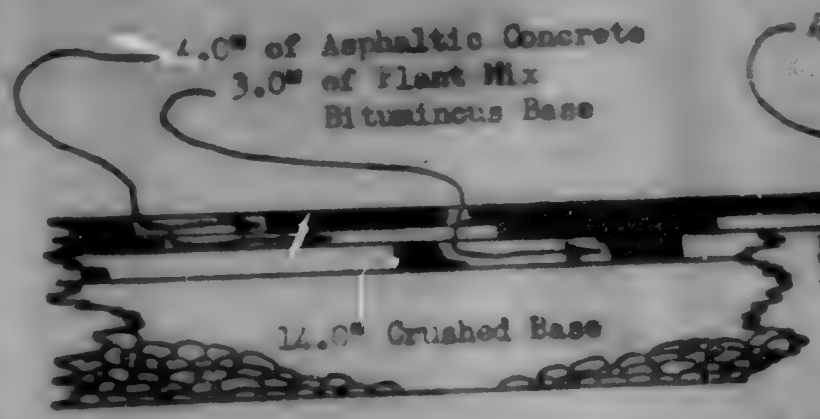
Annual Precipitation 80"± Frost Penetration - - - -

(1)
Typical Soil
36 LL
2 PI
100 %P 10
[illegible] %P200
0 %Gravel
1 %C Sand
9 %F Sand
62 %Silt
28 %Clay
10 "R" Value (Compressed)

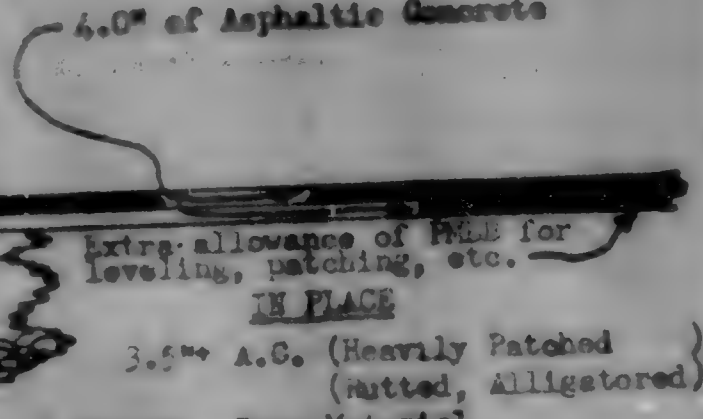
AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



EXISTING ROADWAY - WHERE UTILIZED
20'±



Extra allowance of PMLL for leveling, patching, etc.

IN PLACE
3.5"± A.C. (Heavily Patched (Rutted, Alligatored)
6.5"-12" Base Material

CBR Total Req.	Applied	Actual Thick.	
	NEW WORK		
	8.0	4.0	A.C.
	5.5	3.0	P.M.P.
	14.0	14.0	Cr. Base
27.5	27.5	21.0	
	OVER EXISTING ROADWAY		
	8.0	4.0	A.C.
	IN PLACE		
	5.5	3.5±	A.C.
	9.5	12.0	Base
27.5	23.0	19.5	Material

(1) Clayey Silt

NOTED
F. P. KLIMM

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by [signature] for Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] for Construction Engineer

Approved by [signature] Asst. State Highway Engineer

SECTION: LITTLE NORTH FORK NEHALEM RIVER - HUMBUG SUMMIT

HIGHWAY: SUNSET (FAP #27)

COUNTY: CLATSOP

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 2150 (Total)

B. Future ADT 3700 (Total)

C. Mean ADT 2925 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis) (Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = 6 x (C) 2925 = 176

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 176 x (H) 100 % = 176

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 8.6

SECTION: LITTLE NORTH FORK NEHALEM RIVER - HUMBUG SUMMIT

HIGHWAY: SUNSET (FAP #27)

COUNTY: CLATSOP

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not apulicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as the project will be widening an existing 2 lane A.C. facility to 4 lanes.

LSF-5(1) Clyde Holliday Safety Rest Area on John Day Hwy.

#6857

Monthly transaction number	FORM R-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
5-5		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
11 [illegible]	(PPM 21-7) 4-17-68	Grant
Modification number		Project number
1		LSF-5(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 80,259	$ 82,144
Federal funds	$ 80,259.00	$ 81,773.93
Other revisions		

This modification is made for the following reasons:

Final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of April, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klatoe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)
~~R. E. Simpson, Division Engineer~~
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-15		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
7 # (257)		Grant
		PROJECT NO.
		IBF-5(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Clyde Holliday Safety Rest Area on the John Day Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	12-21-65	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	4-6-66	0.00
OTHER (Specify)		

FUNDS — Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 80,259	$ 80,259.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

xxx A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. BRF-5(1)

CLYDE HOLLIDAY SAFETY REST AREA ON THE

JOHN DAY HIGHWAY IN GRANT COUNTY

Project agreement estimate.

Salem, Oregon, June 20, 1966

Type Code Y021

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y021
Rest Area (Sta. 79+00) (Contract 6857)

Clearing and Grubbing	All Required		$ 3,000.00
Embankment in Place	2,300 cu.yd.	$ 3.00	6,900.00
Trench Excavation	270 cu.yd.	2.75	742.50
Furnishing and Placing Topsoil	3,550 cu.yd.	3.50	12,425.00
Watering	50 M-gal.	5.00	250.00
3/4" - 0 Material in Base	460 cu.yd.	8.00	3,680.00
Stone Base	2,060 cu.yd.	2.75	5,665.00
Class "B" Asphalt Concrete	1,060 ton	20.00	21,200.00
12-inch Culvert Pipe	1,000 lin.ft.	3.50	3,500.00
24-inch Culvert Pipe	110 lin.ft.	12.00	1,320.00
Concrete Inlets, Type "GB"	2 only	200.00	400.00
Concrete Inlets, Type "D"	2 only	200.00	400.00
Concrete Junction Box	1 only	200.00	200.00
Concrete Curbs	38 cu.yd.	40.00	1,520.00
Extra for A.C. Concrete Walks	154 sq.yd.	3.75	577.50
Lawn Construction	4 acre	2,000.00	8,000.00
Furnishing and Planting Trees	55 only	15.00	825.00
Inorganic Fertilizer, 10-16-8	39 cwt.	10.00	390.00
Manure Fertilizer	5 cu.yd.	10.00	50.00
			$71,045.00
Flagging (57g% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$71,145.00
	10% Engr. & Cont.		7,114.00
	Total		$78,259.00

Length of Project - - - - 0.00 Mile

	Federal Funds
Preliminary Engineering -	$ 2,000.00
Rest Area -	78,259.00
	$80,259.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 549, Laws 1939.

State Funds for Maint.: Chap. 549, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. LSF-5(1)

CLYDE HOLLIDAY SAFETY REST AREA ON THE

JOHN DAY HIGHWAY IN GRANT COUNTY

P.S. & E. Estimate

Salem, Oregon, May 11, 1966

Type Code Y021

Preliminary Engineering	All Req.		$ 2,000.00

Type Code Y021
Rest Area (Sta. 79+00)

Clearing and Grubbing	All Req.		$ 1,500.00
Embankment in Place	2,300 cu.yd.	$ 2.50	5,750.00
Trench Excavation	270 cu.yd.	6.00	1,620.00
Furnishing and Placing Topsoil	3,550 cu.yd.	3.50	12,425.00
Watering	50 M-gal.	7.00	350.00
3/4" - 0 Material in Base	460 cu.yd.	7.50	3,450.00
Stone Base	2,060 cu.yd.	7.00	14,420.00
Class "B" Asphalt Concrete	1,060 ton	18.00	19,080.00
12-inch Culvert Pipe	1,000 lin.ft.	4.00	4,000.00
24-inch Culvert Pipt	110 lin.ft.	9.00	990.00
Concrete Inlets, Type "GB"	2 only	225.00	450.00
Concrete Inlets, Type "D"	2 only	200.00	400.00
Concrete Junction Box	1 only	200.00	200.00
Concrete Curbs	38 cu.yds.	80.00	3,040.00
Extra for A.C. Concrete Walks	154 sq.yds.	4.00	616.00
Lawn Construction	4 acre	1,800.00	7,200.00
Furnishing and Planting Trees	55 only	15.00	825.00
Inorganic Fertilizer, 10-16-8	39 cwt.	8.00	312.00
Manure Fertilizer	5 cu.yd.	8.00	40.00
			$ 76,668.00
Flagging (57½¢ of Contractor's Cost)	All Req.		$ 100.00
	Subtotal		$ 76,768.00
	10% Engr. & Cont.		7,676.00
	Total		$ 84,444.00

Length of Project - - - - - - - - - - - - 0.00 Mile

	Federal Funds
Preliminary Engineering	$2,000.00
Rest Area	84,444.00
	$86,444.00

Oregon State Highway Department

Federal Aid
Project No. LSF-5(1)

CLYDE HOLLIDAY SAFETY REST AREA ON THE

JOHN DAY HIGHWAY IN GRANT COUNTY

P.S. & E. Estimate

Salem, Oregon, March 21, 1966

Type Code Y021			
Preliminary Engineering	All Required		$ 2,000.00
Type Code Y021			
Rest Area (Sta. 79 00)			
Clearing and Grubbing	All Required		$ 1,500.00
Embankment in Place	2,300 cu.yd.	$1.50	3,450.00
Trench Excavation	270 cu.yd.	4.00	1,080.00
Furnishing and Placing Topsoil	3,550 cu.yd.	2.00	7,100.00
Watering	50 M-gal.	5.00	250.00
3/4"-0 Material in Base	460 cu.yd.	4.50	2,070.00
Stone Base	2,060 cu.yd.	4.00	8,240.00
Class "B" Asphalt Concrete	1,060 ton	12.00	12,720.00
12-inch Culvert Pipe	1,000 lin.ft.	4.00	4,000.00
24-inch Culvert Pipe	110 lin.ft.	9.00	9,900.00
Concrete Inlets, Type "GB"	2 only	175.00	350.00
Concrete Inlets, Type "D"	2 only	150.00	300.00
Concrete Junction Box	1 only	200.00	200.00
Concrete Curbs	38 cu.yd.	45.00	1,710.00
Extra for A.C. Concrete Walks	154 sq.yd.	1.50	231.00
Lawn Construction	4 Acre	1,500.00	6,000.00
Furnishing and Planting Trees	55 only	15.00	825.00
Inorganic Fertilizer, 10-16-8	39 cwt.	7.00	273.00
Manure Fertilizer	5 cu.yd.	8.00	40.00
			$51,329.00
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$51,429.00
	10% Engr. & Cont.		5,142.00
	Total		$56,571.00

Length of Project-0.00 mile

Federal Funds
$ 2,000.00
56,571.00
$ 58,571.00

Preliminary Engineering
Rest Area

RECEIVED
OCT 23 1967

FOR FILING
2SF-5(1)
6857

October 20, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6857 awarded to Aichele Landscaping, Inc., for improvement in the Clyde Holliday Safety Rest Area on the John Day Highway in Grant County was completed on November 8, 1966, and accepted by the Highway Commission on October 19, 1967.

Final payment in the amount of $5,816.85 will be released to the contractor after October 27, 1967. The total contract amount is $73,842.35 including $35.42 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Aichele Landscaping, Inc.
11360 SE Stevens Road
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

Surety letter
GC 10-20-67

RECEIVED
OCT 19 1967
HIGHWAY
LSF-5(1)
6857

October 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 8, 1966, on Contract No. 6857. The contract was with Aichele Landscaping, Inc., and was for improvement on the Clyde Holliday Safety Rest Area Section of the John Day Highway in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 19, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
A. F. Parson

srb fn

RECEIVED
AUG 10 1967
FOR FILING
LSF-5(1)
0157

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on July 25, 1967, on Contract No. 6857, Clyde Holliday Safety Rest Area Section in Grant County, in connection with Federal-Aid Project No. LSF-5(1).

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
E. B. KLABOE

L. H. Young
Office Engineer

Young 8-3-67

Bureau of Public Roads
Oregon Division Office Endorsement

Date 7-25-67

Conditions noted on above date:

None

RAN:

Division Engineer

By: [signature]
G. R. Brooks
District Engineer

RECEIVED
AUG 3 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Forrest Cooper
L. H. Young

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Clyde Holliday Safety Rest Area		WEEK ENDING: July 14, 1967
		SECTION PREFIX: 12-0901
HIGHWAY: John Day		COUNTY: Grant
NAME OF JOB: Clyde Holliday Safety Rest Area	KIND OF WORK: Safety Rest Area Improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 6857	FEDERAL AID PROJECT NUMBER: LSF-5(1)
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: August 3, 1966	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 75 & 170	CALENDAR DAYS USED: a)93 b)125
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 124 & 74
PROJECT AUTHORIZATION: $ 801,038.12		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $ 74,346.52	ENGINEERING AUTHORIZATION: $ 5,691.60	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 76,354.68	ENGINEERING COST TO DATE: $ 6,345.26	DATE PROJECT WAS COMPLETED: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 111 %	Nov 8, 1966, except for Lawn Establishment

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			5,050	2,520			1,060
TOTAL QUANTITIES CORRECTED TO DATE			5,998	2,726			1,096
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			5,998	2,726			1,096
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

Lawn Mower, 4" Homlite Portable Water Pump

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9248A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Fair, Hot			
MONDAY 10	Fair, Hot			
TUESDAY 11	Fair, Hot			
WEDNESDAY 12	Fair, Hot			
THURSDAY 13	Fair, Hot			
FRIDAY 14	Fair, Hot			
SATURDAY 8	Fair, Hot			

Routing
Morgan E
Decker
Bond
Barbee
Walker W
Glenn
Swar
Scott
V. [illegible]
Litchfield

RECEIVED
JUL 17 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	9	No Activity
MONDAY	10	One man establishing Lawn
TUESDAY	11	One man establishing lawn
WEDNESDAY	12	One man establishing lawn
THURSDAY	13	One man establishing lawn
FRIDAY	14	One man establishing lawn
SATURDAY	8	No Activity

REMARKS

Status: Job complete except for lawn establishment.

Next Week: One man working mon lawn establishment.

SIGNED [signature] LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAR 1 - 1967
FOR FILING

LSF-5 (1)
6857

#7

February 1, 1967

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission at its meeting on January 31 considered your request for an extension of time on Contract No. 6857 for improvement in Clyde Holliday Safety Rest Area in Grant County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for an increase in the number of calendar days from 170 to 188.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc A.F. Parsen
H.E. Woodward
L.H. Young
F.D. Morgan
C.H. Maisen
Bureau of Public Roads

RECEIVED
CON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 19 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6857 Contractor Aichele Landscaping, Inc.

Highway John Day

Section Clyde Holliday Safety Rest Area

Kind of Work park

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~GRANTED~~. The reasons for such recommendation are as follows:

~~Partially granted as per attached letter of transmittal.~~

Determination of necessary materials is the contractor's responsibility. Minor overruns, as noted in the special provisions, are inherent in the nature of the topsoil work. Payment for required shoring in trench excavation is included in the payment for trench excavation as per the standard specifications. These are not valid reasons for granting an extension of time.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6857

Project designation Federal LSF-5(1) (State-Federal)

Date awarded 6-16-66

Work started 8-3-66

Per cent completed 100% 12-1-66 (75 Date)

No. of Workdays Allowed & 170 calendar days

~~No. of Workdays~~ Calendar Used 193

No. of Added ~~Workdays~~ Requested 0 ~~18~~

SP*8206-734

E-230 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 10-24-66, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 170 days to 188 days, within which to complete our Contract No. 6857, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Five days penalty is all I feel should be charged. Contract was not started sooner because it was impossible to get rock or the back top earlier.
Extra top soil was requested, this caused additional seeding, clean up of rocks then had to be done. State specifications called for pipe to be installed for surface water only, not digging in two feet of water which kept back filling with sand. I did not complain or ask for extra when discovered this pipe would not be satisfactory and had to spend an extra three weeks getting pipe and catch basin to work correct.

Respectfully submitted,

AICHELE LANDSCAPING, INC.
Contractor

By Solomon Aichele Pres.

CONSENT OF SURETY

Date 10/31/66, 19

We, UNITED PACIFIC INSURANCE COMPANY, a Washington Corporation, having its principal place of business at Tacoma, Washington., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Derek Z Lauer
Attorney-in-fact

(SEAL)

Derek Z Lauer
Resident Agent

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1967

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Request for Time Extension
Clyde Holliday Safety Rest Area
Contract No. 6857

Aichele Landscaping Inc., contractor on the subject project has requested an increase in the number of calendar days from 170 to 188. The contractor has based his request on difficulty in securing rock and blacktop, an overrun in topsoil which caused additional seeding and difficulty in culvert excavation work.

This is a Bridge Division contract, but since the reasons given by the contractor concern grading items, the Bridge Division has requested that this office process the request.

This project has a dual completion time limit. The first limit is 75 calendar days to cover all work except planting trees. The second completion time limit covers all of the work and is 170 calendar days. The contract was awarded June 16, 1966 with the beginning date for calendar day charges established as July 7, 1966. The contractor did not start work until August 3, 1966 which is more than a third of the original time allowed on the early completion date.

The contractor's statement regarding difficulty in securing materials is not a valid reason for an extension. Determining the availability of materials is one of the contractor's obligations.

The bid item for topsoil did exceed the contract amount by 688 yards which represents 19 percent of the contract amount; however, a special provision points out that some variation in the topsoil quantity is inherent in the nature of the work.

The contractor complained of difficulties involved in construction of culverts. Our standard specifications state that payment for trench excavation does include payment for shoring, etc. which may be required. In addition, more than half the total length of pipe involved (1,000' of 12") was installed in dry material. Part of this culvert is bounded on the north side by an irrigation ditch and the contractor could reasonably have expected to anticipate some sub-surface water.

The contractor finished work on the early part of the project October 7, 1966 at which time 93 calendar days had been charged. This is 18 penalty days and amounts to $1,350 in liquidated damages. The entire project was completed November 8, 1966 at which time 125 calendar days had been used so the penalty remains the same. In view of the delay in starting work and the minor amount of quantity overrun, we cannot recommend any increase in time. Had the contractor started work on the beginning date of calendar day count, he would have had 28 additional days in which to perform his work.

This is a Federal-aid primary landscaping project and the matter has been discussed with the Bureau of Public Roads Area Engineer who concurs in our recommendation for a denial.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:rw

Attach.

cc: I. D. Merchant
L. H. Young

RECEIVED
JAN
OFFICE OF
STATE

RECEIVED
JAN 9 - 1967
FOR FILING
LSF 5 (1)
6857

January 9, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 7
January 31, 1967 meeting

Gentlemen:

Aichele Landscaping Inc., contractor on the Clyde Holliday Safety Rest Area on the John Day Highway in Grant County, Contract No. 6857, has requested an increase in the number of calendar days from 170 to 188. The contractor's request is based on difficulty in securing surfacing materials, an overrun in topsoil which caused additional seeding, and difficulty encountered in culvert excavation work.

This project has a dual completion time limit. The first is for 75 calendar days and covers all work except planting trees. The second time limit covers all the work and is 170 calendar days. This contract was awarded June 16, 1966. The contractor did not start work until August 3, 1966, after more than a third of the first-phase calendar days had elapsed. Determining the availability of materials is the contractor's obligation and is not a valid reason for an extension. There was a minor overrun in topsoil, but the special provisions state that some variation in quantity is inherent in the nature of the work. No extension for this reason is justified.

The standard specifications state that payment for trench excavation involved in culvert installations includes payment for necessary shoring, et cetera. Part of the culvert installation is bounded on one side by an irrigation ditch and the contractor could reasonably have expected the presence of some subsurface water. Over half the total length of pipe involved was installed in dry material.

The contractor completed all work except planting trees on October 7, 1966, at which time 93 calendar days had been charged. The entire project was completed November 8, 1966, at which time 125 calendar days had been used. Liquidated damages amounting to $1,350 have been assessed for the overrun on the first completion time limit.

I recommend that the contractor's request be denied. This matter will be on the agenda for your consideration at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor B. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:rw bg

RECEIVED
OREGON STATE HIGHWAY DEPT
BRIDGE DIVISION
AM DEC 19 1966 PM
7,8,9,10,11,12,1,2,3,4,5

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6857 Contractor Aisbele Landscaping, Inc.

Highway John Day

Section Clyde Holliday Safety Rest Area

Kind of Work Landscaping

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED [redacted] The reasons for such recommendation are as follows:

[redacted]

Determination of necessary materials is the contractor's responsibility. Minor overruns, as noted in the special provisions, are inherent in the nature of the topsoil work. Payment for required storing in trench excavation is included in the payment for trench excavation as per the standard specifications. These are not valid reasons for granting an extension of time.

Recommended for Approval:

H S Coulter
Asst. Division Engineer

Construction Engineer or Bridge Engineer

J K Labbe
State Highway Engineer

Contract No. 6857

Project designation Funeral L.F.-5(1) State-Federal

Date awarded 6-16-66

Work started 8-1-66

Per cent completed 100% 12-1-66 Date

No. of Workdays Allowed 120 calendar days Calendar

No. of Workdays Used [redacted] Calendar 0 xx

No. of Added Workdays Requested 0

EP-0206-784

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 10-24-66, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 170 days to 188 days, within which to complete our Contract No. 6857, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Five days penalty is all I feel should be charged. Contract was not started sooner because it was impossible to get rock or the black top earlier.
Extra top soil was requested, this caused additional seeding, clean up of rocks then had to be done. State specifications called for pipe to be installed for surface water only, not digging in two feet of water which kept back-filling with sand. I did not complain or ask for extra when discovered this pipe would not be satisfactory and had to spend an extra three weeks getting the pipe and catch basin to work correct.

Respectfully submitted,

AICHELE LANDSCAPING, INC.
Contractor

By Solomon Aichele Pres.

CONSENT OF SURETY

Date OCT 3 1 1966, 19

We, UNITED PACIFIC INSURANCE COMPANY, a Washington Corporation, having its principal place of business at Tacoma, Washington., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frank G. Lowe
Attorney-in-fact

(SEAL)

Frank G. Lowe
Resident Agent

RECEIVED
JUN 30 1966
FOR FILING

LSF-5(1)

Form CD-121 (11-63) Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6857

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 27, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project LSF-5(1)
Clyde Holliday Rest Area
Improvement

As requested in Mr. Young's letter of June 21, 1966, advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 16, 1966, in the award of contract No. 6857 to Aichele Landscaping, Inc. of Portland, Oregon, low bidder in the amount of $71,045.00 at the June 9, 1966, bid opening.

REFERRED TO
Young
ASST. STATE HWY. ENGR
6-30-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 20 1966
FORM E-128

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

USF-5(1)

6857

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 17, 1966

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon

Gentlemen:

The State Highway Commission on June 16 awarded to you State Highway Contract No. 6857 for the following project:

Clyde Holliday Safety Rest Area on the John Day Highway in Grant County

This award was based on your bid of $71,045 which was submitted to the Commission on June 9 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bm
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Mark Astrup

RECEIVED
APR 11 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.G. Sec'y 10)

LSF-5(1)
857

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: April 6, 1966

In reply refer to: 08-35.2-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF-5(1)
Clyde Holliday Safety Rest Area
Improvement

REFERRED TO
By Asst. State Hwy. Engr. 4-11-66

P.S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Chase's March 21, 1966 request for approval of an individual project program change adding construction and landscaping to the P.E. project. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for occupancy and contractor's use, with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's march 24 and March 30, 1966 reports.

You are authorized to proceed with contractor's flagging included in your estimate for $100.00.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	April 1966
Division II - Part 1 - Earthwork	January 1966
Division II - Part 2 - Bases	January 1966
Division II - Part 3 - Surfacing & Pavements	January 1966
Division II - Part 4 - Structures	April 1966
Division II - Part 7 - Incidentals	January 1966

Inasmuch as our Washington office's review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

The use of Article 102-1.3, Embankment Measure, is approved for use on this project.

Mr. Young's April 4, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

RECEIVED
APR 8 1966
OFFICE OF
STATE PUBLIC ROADS

RECEIVED
APR 4 - 1966
FOR FILING
LSF-5(1)
6857

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1966

To: Mr. L. H. Young
Office Engineer

SUBJECT: Utility R/W Status Report for
April 28, 1966

BUILDING

Safety Rest Area

The status of negotiations with Utilities on all FAI, FA and LSF projects for this letting is as follows:

1. N.W. JOHNSON ST.-S.W. MONTGOMERY ST. SECTION: Grading, Paving, Structure, Signing and Illumination

Northwest Natural Gas Company owns gas mains of various sizes which are scattered throughout the Interstate portion of the project and will conflict with the proposed construction. These are located on public road right of way and will be adjusted at no cost to the State. The estimated date of completion is July 1, 1966 and copies of Utility letters to the company are available for inspection in this office.

Pacific Northwest Bell Telephone Company owns both cables and telephone poles which are in conflict with the proposed construction throughout the northerly three-fourths of the Interstate portion of the project. These are located on public road right of way and will be adjusted at no cost to the State. It is estimated this work will be completed by July 1, 1966. Copies of the Utility letters are on file in this office.

Portland General Electric Company owns both power poles and cables scattered throughout the project which are in conflict with the proposed construction. These are located on public road right of way and will be adjusted at no cost to the State. The estimated date of completion is July 1, 1966. Copies of the Utility letters to the company are on file in this office.

It is anticipated the agreement between the State and Portland General Electric Company will be signed this week. PGE has indicated they will have the substation removed within six weeks of the date the agreement is signed.

Pacific Power and Light Company owns power poles, cables and steam lines which are in conflict with the proposed construction throughout the project. These are all located on public road right of way and will be adjusted at no cost to the State. The estimated date of completion is July 1, 1966. Copies of our Staff Attorney's letter to the company are on file in this office.

The City of Portland, Fire Bureau, owns fire alarm wires which are on city streets and will conflict with the proposed construction throughout the northerly three-fourths of the Interstate portion of the project. This work is reimbursable and is estimated to cost the State $15,000. It is estimated this work will be completed by July 1, 1966.

The City of Portland, Bureau of Lighting and Power, owns ornamental street lights located on S.W. Burnside, S.W. Washington, S.W. Alder and S.W. Morrison Streets between 13th and 15th Avenues which will conflict with the proposed construction. This work will be performed under a continuing contract with Portland General Electric Company at no cost to the State. It is anticipated this work will be completed by July 1, 1966.

The City of Portland, Traffic Bureau, owns signal poles located throughout the northerly one-half of the Interstate portion of the project which will conflict with the proposed construction. These are reimbursable and it is estimated the cost to the State will be $40,000. The estimated date of completion is July 1, 1966.

The City of Portland, Water Bureau, owns water mains and fire hydrants which will conflict throughout the project with the proposed construction. This work is reimbursable and it is estimated to cost the State $250,000. The estimated date of completion is July 1, 1966.

It is not anticipated the State will be required to reimburse any of the above-mentioned Utilities for additional right of way and no delays are expected.

Attached you will find two copies each of our Staff Attorney's letter to the companies listed below:

1. City of Portland, Bureau of Fire
2. City of Portland, Bureau of Lighting and Power
3. City of Portland, Bureau of Traffic Engineering
4. City of Portland, Bureau of Water Works

All the above Utilities have indicated they must maintain service to existing facilities; therefore, the above estimated date of completion is contingent upon the

contractor's operations and the date various streets are closed.

2. S.W. MONTGOMERY-S.W. BROADWAY SECTION: Traffic Signals

No Utilities are involved.

3. THE DALLES-FIFTEENMILE CREEK SECTION: Paving

No Utilities are involved.

4. HIGHBANKS RD.-MCKENZIE HIGHWAY SECTION: Grading, Paving, Structures and Signing

Northwest Natural Gas Company owns gas lines located on the McKenzie Highway portion of the project which will conflict with the proposed construction. This work will be completed at no cost to the State. The estimated date of completion is June 15, 1966.

Springfield Utility Board owns water lines and distribution facilities on the McKenzie Highway portion of the project which will conflict with the proposed construction. Since these conflicts are on public road right of way this work will be performed at no cost to the State. The estimated date of completion is June 15, 1966. Copies of the utility letter to the company are on file in this office.

Springfield Utility Board owns power poles located on public road right of way at both ends of the project which will conflict with the proposed construction. This work will be performed at no cost to the State. The estimated date of completion is June 30, 1966.

Pacific Power and Light Company owns power poles near the Highbanks Interchange located on both public road and private property which will conflict with the proposed construction. The State's share of this work is estimated to be $2,000. The estimated date of completion is June 30, 1966.

Eugene Water and Electric Board owns a power pole located on public road right of way near Station 398 which will conflict with the proposed construction. This will be adjusted at no cost to the State. Estimated date of completion May 31, 1966. Copies of the Utility letter are on file in this office.

Pacific Northwest Bell Telephone Company owns aerial facilities located mostly on public road right of way near each end of the project which will conflict with the proposed construction. The State's share of this work is $200 and the estimated date of completion is June 30, 1966.

It is not anticipated the State will be required to reimburse any of the above-mentioned Utilities for additional right of way and no delays are expected. All the above-mentioned work will be handled on a non-participating basis. Copies of our Staff Attorney's letters to each of the above listed Utilities are on file in this office for your use.

Bonneville Power Administration owns two towers located opposite Station 458+00 which must be replaced with heavier type towers. The estimated cost to the State is $20,650. This work was approved by the Bureau of Public Roads on March 11, 1966, and will be completed after the project is finished as there is a waiting period of approximately one year for the necessary steel. The lines and towers in their present position will not interfere with the proposed construction. No delays are anticipated.

5. CAIRO JCT. SECTION: Grading and Paving

Idaho Power Company owns power facilities scattered throughout the project which will conflict with the proposed construction. These conflicts are both public road and private property. The State's share of this work is estimated to be $1,000.

Malheur Home Telephone Company owns telephone poles located throughout the project on public road right of way. This work will be completed at no cost to the State.

Cascade Natural Gas Company owns a gas line located on both private and public road right of way which will conflict with the proposed construction. The State's share of this work is estimated to be $1,000.

Copies of our Staff Attorney's letters to the above-mentioned Utilities are on file in this office.

It is anticipated all this Utility work will be performed on a non-participating basis. The estimatdd date of completion is June 15, 1966. No delays are expected.

6. BARNES ROAD-CORNELIUS PASS SECTION: Roadside Improvement

No Utilities are involved.

7. CORVALLIS SECTION: Roadside Improvement

No Utilities are involved.

8. CLYDE HOLLIDAY SAFETY REST AREA: Improvement

No Utilities are involved.

Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
C. H. Maison
D. H. Moehring
V. G. O'Neil
L. H. Young (9)

RECEIVED
MAR 31 1966
OFFICE OF
STATE ...

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID (PPM

	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		PRESENT	FUTURE (66)–(70)	YE (71)
CARD 2	1	US 26 0.31 Mi. E. of Mt. Vernon	ADT	1,600	2,800	

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. A (74)
CARD 3	P.E. and Rest Area Improvement							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Landscaping and Scenic Enhancement	
	NAME OF URBAN AREA 17-31	ROUTE NO. P / FEDERAL-

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					PE		US 26 0.31 Mi. E. of Mt. Vernon (Clyde Holliday Safety Rest Area)	0.0	2,000	2,000
5					ROW					
5					CONST (CODE)			0.0	40,000	40,000
								0.0	42,000	42,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	1,600	2,800	85	08	Oregon	35	666	7

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					LSF-	5(1)			

	COUNTY NAME	CODE	PROGRAM STAGE
ncement	Grant	023	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	5	5	26

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
of fety	0.0	2,000	2,000			Gr., dr. and pave parking area; constr. curbs and walks; plant trees, shrubs and grass incl. topsoil where req. P.E. including PS & E prep.
	0.0	40,000	40,000			ROW-80' Normal; Access Control-Partial; Parking Restrictions-None.
CT LS	0.0	42,000	42,000			

REMARKS

Additional Data - Item 146, Project F-92(4).

USCOMM DUSCOMM-DC 48905-P61

REMARKS: - Contd.

The proposed project is to complete the rest area and consists of drainage and paving of existing rock surfaced parking area, construction of curbs and walks, selected clearing, addition of topsoil, planting grass and a minor number of trees and shrubs. The sanitary facilities have already been constructed in the area.

The project is in accordance with the "Highway Beautification Act" of 1965.

RECEIVED
JAN 11 1966
FOR FILING

Form CD-121 (11-63) Prsb. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

LSF-5(1) 6857

klabon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 5, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Location Prospectus -
Holiday Rest Area Section of the John Day Highway in Grant County

Mr. Morgan's letter of December 29, 1965 furnished us a copy of the subject location prospectus.

We concur in the subject prospectus.

REFERRED TO
Young - Morgan - Astrup
BY ASST. STATE HWY. ENGR.
1-11-66

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
F.B. MORGAN

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 7 1966

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD S. HALL, ENABLETON

LSF-5(1)
6857

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

January 5, 1966

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed highway construction projects transmitted to us by your letters dated December 28, 1965 have been reviewed:

Thornberry-Mud Hollow Section, Sherman Highway,
Sherman County.

M. P. 16.8 Curves Section, Salem-Dayton Highway,
Polk County.

Holiday Rest Area Section, John Day Highway,
Grant County.

We anticipate no conflicts with the fishery resource on the above described projects, hence they are approved.

Balm Grove Bridge Section, Parson Road, FAS 933,
Washington County.

The prospectus indicates a bridge is proposed over Gales Creek on Parson Road. Several species of anadromous fish populate this stream system. The reach of stream at the bridge site is utilized by the fish for spawning and rearing, hence extreme care should be taken to avoid pollution of the water with silt, petroleum products, or any other foreign matter.

Routing
Morgan
Decker
Bond

RECEIVED
JAN 7 1966

We request that the construction phase that might affect the stream be done between the months of July and October.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

1-7-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
J. F. Putnam (2)
A. F. Parson (2)

fp

RECEIVED
JAN 6 1966
OFFICE OF
STATE ENGINEER

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

DSF-5(1)

6857

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

Morgan ____ Docker ____ Barbee ____ Walker ____ Glenn ____ Swan ____

Peaso ____ Morelock ____ Trout ____ Scott ____ Wills ____ Litchfield ____ Olson ____

December 31, 1965

RECEIVED
JAN 3 1965
CONSTRUCTION DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to letters received from your department dated December 28, 1965, referring to the plan title sheet for "Thornberry-Mud Hollow Section, Sherman Highway, Sherman County", and the following prospectuses:

1. Balm Grove Bridge Section, Parson Road, FAS 933, Washington County.

2. M.P. 16.8 Curves Section, Salem-Dayton Highway, Polk County.

3. Holiday Rest Area Section, John Day Highway, Grant County.

The only comment we would like to make regarding the above four projects, is in reference to Balm Grove Bridge Section.

Gales Creek, which is to be crossed, contains good populations of resident and anadromous salmonids, and has been heavily stocked with anadromous species in recent years. Protection to spawning fish and eggs should be afforded. Construction in the water should be delayed until after July 1, and caution exercised in the amount of silt deposited in the stream at any phase of construction.

We appreciate the opportunity to comment upon these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director CFC

1-3-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
J. F. Putnam (2)
A. F. Parson (2)

fp

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JAN 3 - 1966
FOR FILING
HF-5(1)
6857

12-28-65

Prefix No. 12-0901

LOCATION PROSPECTUS
HOLIDAY REST AREA SECTION
JOHN DAY HIGHWAY
GRANT COUNTY

HIGHWAY: John Day, State Primary No. 5, Federal-aid Primary No. 5.

TERMINI: The rest area is located approximately at M.P. 155.6 which is 5.9 miles west of the John Day west city limits.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the completion of the development of the rest area. This project will be done under the proposed Highway Beautification Act.

PROPOSED WORK: Construction of curbs, walks and parking area including drainage and paving, selected clearing, additional top soil, planting grass and a minor number of shrubs and trees.

CHARACTERISTICS: Existing ADT 136; projected ADT 192.

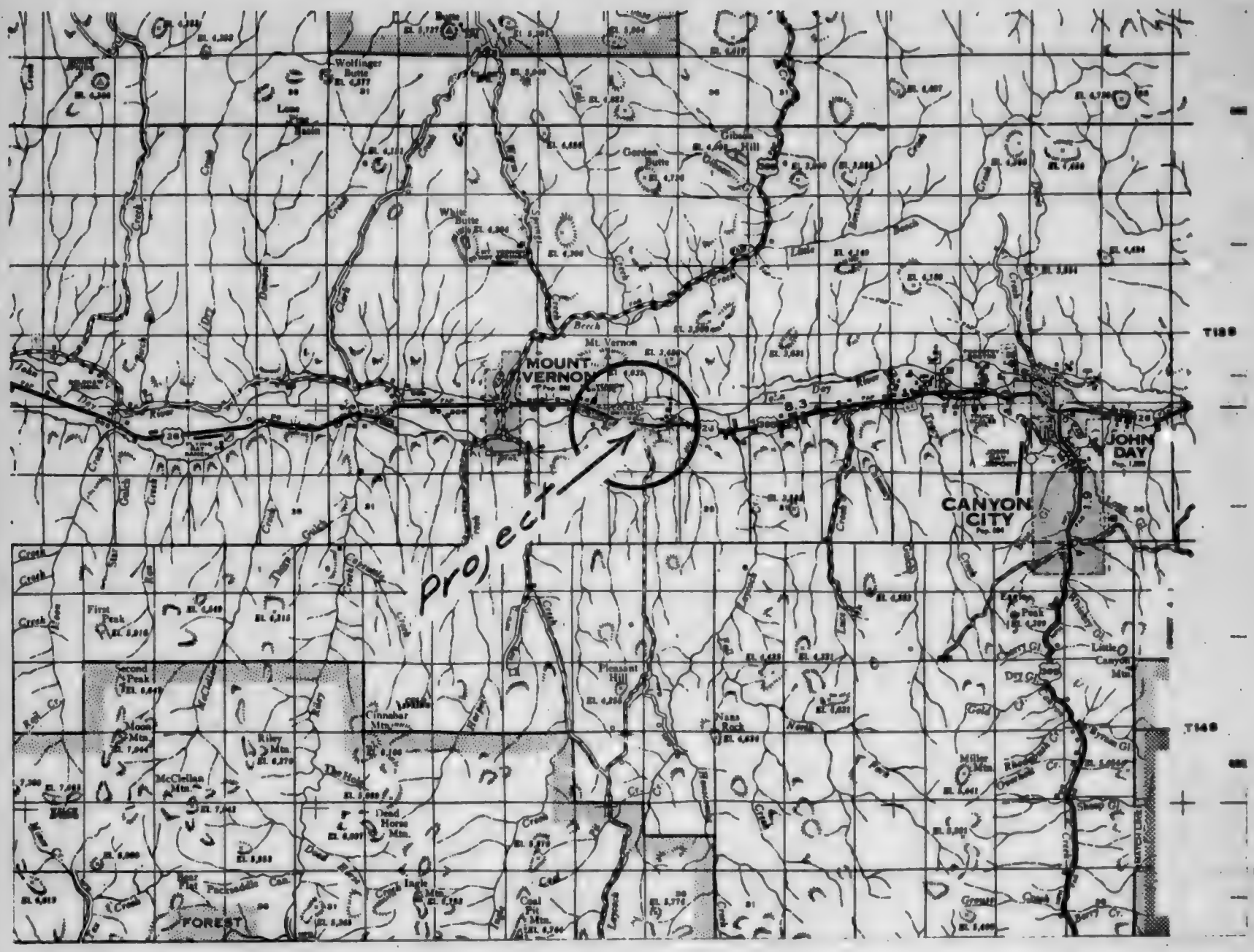
BASE DESIGN: Tentative design for construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	9 " Coarse Crushed
Total Depth	14-1/2"

December 28, 1965
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
DEC 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
R. L. PORTER

NOTED
FORREST COOPER



Prospectus Map
Holiday Rest Area Section
John Day Highway
Grant County
1965

I-80N-2(35) Cascade Locks-Mitchell 1967
43 Pt. Sec., Col. R. Hwy. (Grad.,
#6858 pav. & signing) Folder #2

RF 619

6458

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-629

STATE COPY

CC: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6458

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Hood River	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4/29/76	W. N. Bryant, Area Engr		I-80N-2(43)43
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12/18/72	NA	NA %	NA
APPROVED EXTENSIONS	**LOCATION**		
NA	Adjacent to Interstate 80N between Cascade Locks and Mitchell Point east of Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MAY 0 4 1976

Washington

CASCADE LOCKS-MITCHELL POINT
COLUMBIA RIVER HIGHWAY
Railroad Adjustment

This project covered extraordinary maintenance of the Union Pacific Railroad facilities resulting from the construction of Projects I-80N-2(9)43 and I-80N-2(35)43. The project provided for a two year maintenance period beginning January 22, 1968 covering such work as additional drainage facilities and miscellaneous slide corrections at an estimated cost of $10,000 for drainage correction and $40,000 for slide correction. A five year maintenance period beginning March 28, 1967 covering all future extraordinary maintenance of railroad relocation "A" estimated to cost $30,000 was also covered under the project.

All work was completed December 18, 1972. Final acceptance of the project, subject to final audit of all cost claimed, is recommended.

RECEIVED

5-5-76 Ltr

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE: Original signed by E. J. Valach Dist. Engineer	
TITLE: Area Engineer	DATE: 4/30/76	TITLE: District Engineer	DATE: 5/4/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

RECEIVED
SEP 11 1970
FOR FILING

507 State Highway Building

September 9, 1970

Mr. James O. Goodwin
Attorney at Law
704 Main Street
Oregon City, Oregon 97045

Re: Elston v. Bates and Copenhagen, Inc.,
Clackamas County - CLC 67-214
Contract No. 6858

Dear Mr. Goodwin:

Mr. Lindas is cogitating at home this week, and in his absence I have discussed your request with Mr. Frank C. McKinney, and have the following to offer.

By copies of this letter which are being sent to the State Highway employees, please be advised that you may interview the employees concerning the accident. If you wish to have them appear as witnesses furnish them with the proper subpoenas, and they will be most happy to appear.

If you have any further questions, please do not hesitate to contact me.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gc
cc: Dale M. Harlan
K. R. Maloney
Glen Starkey
Thomas G. Alsbury
Robert G. Ackerman
James E. Ford
Richard P. Eagle

JACK, GOODWIN & ANICKER
LAWYERS
SUITE 200 SMITH BUILDING
704 MAIN STREET
OREGON CITY, OREGON
97045

TELEPHONE
656-1401

GLENN R. JACK
JAMES O. GOODWIN
JOHN C. ANICKER, JR.
ALAN R. JACK
STANLEY C. URBIGKEIT
SIDNEY A. BROCKLEY

NOTED
JACK L. SOLLIS

RECEIVED
SEP 7 1970
LEGAL

4 September 1970

Leonard Lindas, Chief Counsel
Oregon State Highway Department
Highway Building
Salem, Oregon

Re: Elston vs. Bates and Copenhagen, Inc.
Multnomah County No. 353-155
now on venue change to Clackamas County

Dear Leonard:

Please do me a favor by writing Glen Starkey, Project Engineer, who has recently moved to LaGrande, and Gil (T. Gilmore) Alsbury, an engineer from the Tigard office, that it would be proper to cooperate with me and appear as witnesses, if necessary, in the above case, which I am defending for Safeco, and which arises out of an accident on the I-80N 2 (35) 43, Contract No. 6858, when a couple of different contractors' vehicles collided on a portion of highway being widened, and then closed to public use.

We certainly won't embarrass the highway commission but intend to show that all the workmen there were involved in a common enterprise, to-wit: completion of the improved highway project, and that the construction area was under the joint supervision and control of the highway department, Rogers Construction Company and Copenhagen, Inc., subcontractor for the telephone company moving the Viento State Park telephone line to the new shoulder of the highway. Inasmuch as all the employers are subject to Workmen's Compensation, we are simply intending to prove these facts in a non-jury hearing, in aid of our workmen's compensation defense.

Also, you might check with Jack Sollis to see if he got the word to the following highway crewmen that it would be okay to cooperate with us and appear as witnesses if requested : Bob Acherman, Jim Ford, Dick Eagle.

Thanks in advance for your courtesy in this, and if you have any questions, give me a ring.

Very truly yours,

James O. Goodwin

JOG/g

RECEIVED
AUG 29 1969

I-9LN-2(23)43
6858

June 30, 1969

Richard S. Borst, Esq.
Attorney at Law
800 Pacific Building
Portland, Oregon 97204

Dear Mr. Borst:

Re: LoVina Fay Elliott,
Adm. v. Rogers
Construction, Inc.
and Frederick Larry
Kenney
Claim No. 17U65307-03
Insured: Frederick Kenney
DOL 9-22-67
CLC 67-163

We have gone over your letter of June 19, 1969, and Mr. Query has some records relating to the speeds on the highway; and I have discovered that Mr. Alsbury, who was Assistant Resident Engineer on the job, can answer all of the questions asked in your letter and, therefore, I would suggest that you subpoena him to appear at the Highway Building here in Salem at the same time you subpoena Mr. Query. Mr. Alsbury's working address is 12949 S.W. Pacific Highway in Tigard and his mailing address is P.O. Box 23334, Tigard, Oregon 97223. The telephone number of his headquarters is 639-7291. By a copy of this letter he will be appraised that you will be subpoenaing him, and I think that between what Mr. Query has and what he can testify to your questions can be answered.

If you have any further questions, please do not hesitate to contact me.

Very truly yours,

G. A. [illegible]
Chief Counsel

By

[illegible]

NOTED
FLOYD QUERY

[redacted]
APR 21 1969
I-80N-2(35)43
6858

Salem, Oregon
June 25, 1969

Borst's letter of June 19

Mr. Jack Sollis
Staff Attorney

B U I L D I N G

Attached are two copies of material from our folder on Contract No. 6858. This pertains to information requested in Mr. Borst's letter of June 19, a copy of which I believe you have.

The pertinent information on the Field Engineer's Weekly Reports seems to be on the back of the reports under remarks.

Concerning information on speed zones, I believe the following summarization of speed zones that we have will be helpful:

(Viento Park is at M.P. 54.38)

SZR #99 dated 1-21-53	Hood River city limits to Mosier - not applicable
SZR #380 dated 8-9-62	West Hood River County line (M.P. 40.22) to East Cascade Locks (M.P. 43.77) - not applicable
SZR #452 dated 5-28-64	Mitchell Point (M.P. 57.34) to Hood River Section (M.P. 67.93) - not applicable
SZR #531 dated 12-12-67	Portland to Pendleton - not applicable as accident occurred 9-22-67

Contract No. 6858 awarded to Rogers Construction Company 6-16-66; completed 1-22-68; accepted 6-6-68.

13.64 miles from 0.6 mile east of east city limits of Cascade Locks to 3.8 miles west of west city limits of Hood River.

As none of the speed zone resolutions appear to be applicable, it seems that the highway would fall under the basic speed law.

Floyd Query, Secretary

FQ:fkn
Attachments

McCOLLOCH, DEZENDORF, SPEARS & LUBERSKY
(DEY, HAMPSON & NELSON)
(KOERNER, YOUNG, McCOLLOCH & DEZENDORF)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204
226-8151

FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON

CLARENCE J. YOUNG
OF COUNSEL

JOHN H. DORAN
JOHN C. WRIGHT, JR.
O. MEREDITH WILSON, JR.
PETER L. BARNHISEL
ANTHONY J. BARKER
BURRIL L. PRESTON, JR.
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.
ALAN G. CARLTON
RICHARD C. HUNT
JOHN W. GOULD
ROBERT B. HOLBROOK

June 19, 1969

Contract
6858

Mr. Floyd Query
Secretary
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: LoVina Fay Elliott, Admx. v. Rogers Construction, Inc. and Fredrick Larry Kenney
Claim No. : 17U65307-03
Insured : Frederick Kenney
DOL: 9/22/67
Your File: CLC 67-168

Dear Mr. Query:

Confirming our telephone conversation of June 18, 1969, our office has been retained by Allstate Insurance Company to represent the interests of defendant Kenney in the above matter. Mr. Clarence Wicks represents defendant Rogers Construction Company and Mr. Robert Morgan represents the plaintiff. This case involves an automobile/pedestrian accident which occurred on September 22, 1967 on Highway 30 in the vicinity of Viento State Park. You will recall that at that time Highway 30 was in the process of being expanded from a two-lane highway to a four-lane highway. We understand that Rogers Construction Company was the contractor on the project. There is certain information in connection with this project which we believe is contained in the State Highway Department records and files. We understand that it will be necessary to develop this information by deposition. To facilitate matters the pertinent information in which we are interested will be described herein.

The accident happened at Engineering Station 788+50. About two-tenths of a mile to the west there is an underpass which can be used by vehicles and pedestrians in crossing from one side of the highway to the other. Counsel for defendant Rogers has records indicating that the bridge above the underpass was completed long

before the accident. However, we need testimony from the appropriate State Highway Department personnel and the State Highway Department records that would establish that the underpass was completed or at least passable by the date of the accident. We should also determine how long prior to the accident the underpass was available for pedestrian and/or vehicular traffic.

Defendant Kenney was a construction worker employed by Rogers Construction Company. It was customary for employees in going to and from work to use the unopened section of Highway 30. At the time of the accident Kenney was traveling westbound on the unopened section of the highway. It was the two southerly lanes that were unopened at the time of the accident. Kenney reached the unopened section of highway about two and a half to three miles east of the accident scene. Immediately prior to that he had been on a short section of two-lane highway. Immediately prior to the two-lane highway he had been on a four-lane highway which we believe would be classified as freeway. We wish to confirm that the four-lane section of highway just discussed was in fact a four-lane divided highway, was classified as freeway, and that the designated speed thereon was 70 miles per hour. We should also establish the location of the four-lane highway in relation to the accident scene.

Kenney states that at the east end of the unopened section of highway the new paving thereon was several inches higher than the level of the old highway leading up to this section. This condition created a substantial bump which required Kenney to slow down to about 10 miles per hour in passing over it. Glenn Starkey thought that he remembered that the bump was present at the time of the accident but he did not seem too sure of himself. He said that the records in Salem would contain this information.

Would you please advise us of the appropriate State Highway Department personnel whom we should depose on the subjects mentioned above. Would you also indicate what records the witnesses should bring to the depositions so that the records may be specified on the subpoenas which will be provided for the witnesses. It would probably be more convenient for all concerned if the depositions could be taken at the State Highway Department Building in Salem. Would you please indicate what room would be available for this purpose so that the room number may be specified on the subpoenas.

We would like to take these depositions sometime next week. If you could give this matter your preferred attention it would be very much appreciated.

Thank you for your cooperation.

Very truly yours,

cc: Clarence R. Wicks, Esq.
Jack L. Sollis, Esq.
Mr. Fred R. Buehner - Allstate Insurance Company
Claim No. : 17U65307-03

Contract 6858 – Awarded to Rogers Construction Co. 6-16-66
Completed 1-22-65 accepted 6-6-68

13.64 miles
from 0.6 mile E. of East City Lts of
Cascade Locks to 3.8 mile
West of west City Lts of Hood River.

(Viento Park = M. P. 54.38)

Speed zone Reso's

#99	1-21-53	Hood River City limits to Mosier – M.P. 40.22	not applicable
#380	8-9-62	West Hood River Co. line to E Cascade Lake – M.P. 57.34	43.77 city lts 67.93 not applic
#452	5-28-64	Mitchell Point - Hood River –	not applic
#531	12-12-67	Portland to Pendleton –	not applicable as contract accepted 9-22-67

I-80N-2(35)43

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cascade Locks - Mitchell Point		WEEK ENDING: September 23, 1967
		SECTION PREFIX: 614-1063
HIGHWAY: Columbia River		COUNTY: Hood River
NAME OF JOB: Cascade Locks - Mitchell Point	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Rogers Construction Co.	CONTRACT NUMBER: 6858	FEDERAL AID PROJECT NUMBER: I-80N-2(35)43
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: September 16, 1966	ESTIMATED COMPLETION DATE: November 15,-1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 167 SUPERVISION: 7	SPECIFIED WORK DAYS: 60 (Time Ext.)	WORK DAYS USED: 9
	SPECIFIED CALENDAR DAYS: 460	CALENDAR DAYS USED: 439
PROJECT AUTHORIZATION: $3,924,728.38	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: Calendar Days 95, Work Days 9
EXCLUSIVE OF ENGINEERING: $3,645,636.58	ENGINEERING AUTHORIZATION: $279,091.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 67
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,672,199.01	ENGINEERING COST TO DATE: $236,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 68
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.7 %	PERCENT OF AUTHORIZATION: 85 %	DATE PROJECT WAS COMPLETED: -

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	
98%	91	93	99	68		8	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.74	13.64		13.64	13.64
MILES PARTIALLY COMPLETED	2.74	13.64		12.3	12.7
MILES COMPLETED	2.3	9.5		11.0	-
TOTAL ESTIMATED QUANTITIES (CONTRACT)	379,400	360,000		113,400	267,000 151,500
TOTAL QUANTITIES CORRECTED TO DATE	379,400	342,000		126,000	145,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	372,000	337,600		113,000	70,000
AVERAGE DAILY QUANTITIES (6 day week)	1,500	3,260		1,160	1,660
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME 11-15-67 (6 day week)	170	100		290	1,670
NUMBER OF SHIFTS PER DAY	1	1		2	2
HOURS PER SHIFT	9	9		8	8

EQUIPMENT USED DURING THE WEEK:

Bulldozers - 6, Augers - 2, Backhoe - 1, Blades - 2, Paver - 1, Trucks - 22
Rollers - 5, Punch - 1, F.E. Loaders - 5, Crushers - 2, Paving Plant - 1, Mixer - 1

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			Roofing
MONDAY	Cloudy			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY	Clear			

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Drainage - Forming for last half of Viento Creek Conc. Liner Grading - Vicinities Herman Cr. Interchange & Beacon Rock Surfacing - Crushing 1½-0, placing 1½-0 vicinity Fountain Slide Paving - Crushing Paving Agg., placing Bit. Base west end of project Guard Rail - Various west end to Wyeth Fence - Vicinity Mitchell Point
TUESDAY	Drainage - Same Grading - Same Surfacing - Crushing 1½-0, placing 1½-0 various west end to Fountain Slide Paving - Crushing Paving Agg., placing Bit. Base & A.C. west end of project Guard Rail - West end of project Fence - Vicinities Wyeth & Viento
WEDNESDAY	Drainage - Poured last half of Channel Liner Grading - Herman Creek Interchange Surfacing - Same Paving - Crushing Paving Agg., placing A.C. west end of project Guard Rail - Various throughout project Fence - Same
THURSDAY	Grading - Same Surfacing - Crushing 1½-0, placing 1½-0 Herman Creek Interchange & Fountain Slide Paving - Same Guard Rail - Same Fence - Same
FRIDAY	Grading - Same Surfacing - Same Paving - Crushing Paving Agg., placing Bit. Base vicinity Fountain Slide and A.C. west end Guard Rail - Same Fence - Same
SATURDAY	

REMARKS

~~Contractor~~ State crews constructing Scale Houses.

State parks employee was killed when struck by a car while walking across the highway at Viento Friday morning at 6:30 A.M.

Contractor plans to open to four lane traffic approximately one mile of the project at the westerly end next Monday.

Drill crews installing horizontal drains at Fountain Slide.

SIGNED J. A. Stanley LOCATION Hood River, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

I-80N-2(35)43

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cascade Locks - Mitchell Point		WEEK ENDING: September 30, 1967
		SECTION PREFIX: 614-1063
HIGHWAY: Columbia River		COUNTY: Hood River
NAME OF JOB: Cascade Locks - Mitchell Point	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Rogers Construction Co.	CONTRACT NUMBER: 6858	FEDERAL AID PROJECT NUMBER: I-80N-2(35)43
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: September 16, 1966	ESTIMATED COMPLETION DATE: November 15, 1967
AVERAGE FORCE ON PROJECT FOR THIS WEEK: MEN: 148 SUPERVISION: 6	SPECIFIED WORK DAYS: 460 (Time Ext.)	WORK DAYS USED: 3
	SPECIFIED CALENDAR DAYS: 460	CALENDAR DAYS USED: 446
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: Calendar Days - 97
PROJECT AUTHORIZATION: $3,924,728.38	ENGINEERING AUTHORIZATION: $279,091.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 71
EXCLUSIVE OF ENGINEERING: $3,645,636.58	ENGINEERING COST TO DATE: $246,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 72
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,672,199.01	PERCENT OF AUTHORIZATION: 88 %	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.7 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing
98	95	99	99	73		8

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.74	13.64		13.64	13.64
MILES PARTIALLY COMPLETED	2.74	13.64		13.64	13.2
MILES COMPLETED	2.7	11.5		11.5	-.-
TOTAL ESTIMATED QUANTITIES (CONTRACT)	379,400	360,000		115,00[illegible]	267,000 [illegible]
TOTAL QUANTITIES CORRECTED TO DATE	372,400	346,000		126,000	146,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	375,000	343,000		112,500	33,000
AVERAGE DAILY QUANTITIES (6 day week)	500	800		120	2,170
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME (6 day week)	110	90		270	1,590
NUMBER OF SHIFTS PER DAY	1	2		2	2
HOURS PER SHIFT	9	9		8	8

EQUIPMENT USED DURING THE WEEK:
Bulldozers - 4, T.E. Loaders - 5, Blades - 2, Paver - 1, Paving Plant - 1
Rollers - 5, Auger - 2, Backhoes - 1, Crushers - 2, Trucks - 19, Mixer - 1

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Rain PM			
SATURDAY	Cloudy			

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Grading - Herman Creek interchange Surfacing - Crushing 1½-0, placing 1½-0 Herm. Cr. inter., & ¾-0 "CX" line Paving - Crushing A.C. aggregate, placing Pit. B ase & A.C. between Herman Creek interchange and Fountain Slide Guard Rail - west end project Fence - Wyeth & Viento
TUESDAY	Grading - West end of project Surfacing - Crushing 1½-0, placing 1½-0 & ¾-0 west end of project Paving - Same Guard Rail - Various throughout project Fence - Vicinity Ranger-Station & Viento Curb - Poured P.C.C. Curb at Herman Creek interchange
WEDNESDAY	Grading - Minor grading west end Surfacing - Crushing 1½-0, placing 1½-0 west end of project Paving - Crushing A.C. Aggregate, placing A.C. various west end to Wyeth Guard Rail - Same Fence - Vicinity Ranger Station & Wyeth Curb - Forming at Herman Creek
THURSDAY	Grading - Minor grading west end to Wyeth Surfacing - Crushing 1½-0, placing 1½-0 various throughout project Paving - Same Fence - Vicinity Ranger Station, Starvation Creek, and Viento Curb - Poured P.C.C. Curb at Herman Creek interchange Guard Rail - Same
FRIDAY	Grading - Same Surfacing - Same Paving - Crushing 1½-0, placing A.C. west end to Fountain Slide Fence - Same. Guard Rail- Same
SATURDAY	

REMARKS

Messrs. Klaboe and Keasey visited project Monday.
Opened four lanes to one way traffic Monday from stations 210 to 250.
State crews working on S.E. & S.W. Scales.
State Horizontal Drill on Fountain Slide tapping considerable water.

SIGNED J. M. Atkinson LOCATION Hood River, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

I-80N-2(35)143

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cascade Locks - Mitchell Point		WEEK ENDING: October 21, 1967
		SECTION PREFIX: 614-1063
HIGHWAY: Columbia River		COUNTY: Hood River
NAME OF JOB: Cascade Locks - Mitchell Point	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Rogers Construction Co.	CONTRACT NUMBER: 6858	FEDERAL AID PROJECT NUMBER: I-80N-2(35)143
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: September 16, 1966	ESTIMATED COMPLETION DATE: December 1, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 114 SUPERVISION: 5	SPECIFIED WORK DAYS: 60 (Time Ext.)	WORK DAYS USED: 5
	SPECIFIED CALENDAR DAYS: 460	CALENDAR DAYS USED: 460
PROJECT AUTHORIZATION: $3,924,728.38	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: Calendar Days - 100% Work Days - 83%
EXCLUSIVE OF ENGINEERING: $3,645,636.58	ENGINEERING AUTHORIZATION: $279,091.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 81%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,711,397.55	ENGINEERING COST TO DATE: $272,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 3.5 %	PERCENT OF AUTHORIZATION: 97 %	DATE PROJECT WAS COMPLETED: --

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	
99%	98%	100%	98%	83%		45	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.74	13.64		13.64	13.64
MILES PARTIALLY COMPLETED	2.74	13.64		13.64	13.64
MILES COMPLETED	2.74	11.5		13.3	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	379,400	360,000		115,[illegible]	267,000 [illegible]
TOTAL QUANTITIES CORRECTED TO DATE	390,000	365,000		130,000	132,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	390,000	355,300		127,500	131,500
AVERAGE DAILY QUANTITIES (6 day week)		320		1,300	1,420
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME 12-1-67 (6 day week)		260		60	1,210
NUMBER OF SHIFTS PER DAY		1		2	2
HOURS PER SHIFT		8		8	8

EQUIPMENT USED DURING THE WEEK:
Bulldozers - 3, Punch - 1, F. E. Loaders - 4, Paver - 1, Paving Plant - 1
Rollers - 5, Augers - 2, Blades - 2, Crushers - 2, Trucks - 15

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY	Rain PM	1		
THURSDAY	Clear	1		
FRIDAY	Cloudy ~~Clear~~	1		
SATURDAY				

Routing: E
Morgan
Parker
Bond
Walker
Avercock
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 23 1967
CONSTRUCTION
BRIDGE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Paving - Placing Bit. Base & A.C. vicinity Lindsey Creek
MONDAY	Surfacing - Placing 1½"-0 vicinity Herman Cr. Interchange, Crushing 1½-0 all week. Paving - Placing Bit. Base & A.C. various Herman Cr. Interchange to Viento Guard Rail - Middle of project Fence - Vicinity Herman Cr. Interchange Signs - Erecting Posts throughout project
TUESDAY	Surfacing - Crushing only Paving - Crushing Paving Agg. rest of week. Placing Bit. Base & A.C. Herman Cr. - Interchange to Fountain Slide Guard Rail - Same Fence - Various throughout project Signs - Erecting posts vicinity Starvation Cr. & Viento
WEDNESDAY	Surfacing - Placing 1½-0 & ¾-0 on various approaches & Starvation Creek Paving - Same--I shift only Guard Rail - Same Fence - Same Signs - Erecting posts vicinity Viento
THURSDAY	Surfacing - Placing 1½-0 on shlds. Herman Creek Interchange to Fountain Slide Paving - Same Guard Rail - Same Fence - Vicinities Herman Cr. Interchange & Fountain Slide Signs - Painting wood posts vicinities Wyeth & Viento
FRIDAY	Surfacing - Same Paving - Placing A.C. westerly end of project Guard Rail - Vicinity Viento Fence - Vicinity Wyeth Signs - Same
SATURDAY	Paving - Same Guard Rail - Same Signs - Same

REMARKS

Contractor is moving another paving plant in at Wyeth in hopes of completing the job this year.

State crews-- Horizontal drilling and working on scales.

A fatal accident occurred at 5:10 p.m., Friday, October 13, 1967, at approximately Station 312. 3 persons were killed.

SIGNED J. L. Starkey LOCATION Hood River, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

I-80N-2(35)43 6858

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cascade Locks - Mitchell Point		WEEK ENDING: November 4, 1967
		SECTION PREFIX: 614-1063
HIGHWAY: Columbia River		COUNTY: Hood River
NAME OF JOB: Cascade Locks - Mitchell Point	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Rogers Construction Co.	CONTRACT NUMBER: 6858	FEDERAL AID PROJECT NUMBER: I-80N-2(35)43
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: September 16, 1966	ESTIMATED COMPLETION DATE: December 1, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 150 SUPERVISION: 5	SPECIFIED WORK DAYS: 60 (Time Ext.)	WORK DAYS USED: 41
	SPECIFIED CALENDAR DAYS: 460	CALENDAR DAYS USED: 460
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: Calendar days-100%
PROJECT AUTHORIZATION: $3,924,728.38	ENGINEERING AUTHORIZATION: $279,091.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92%
EXCLUSIVE OF ENGINEERING: $3,645,636.58	ENGINEERING COST TO DATE: $282,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,711,397.55	PERCENT OF AUTHORIZATION: 105%	DATE PROJECT WAS COMPLETED: -
ESTIMATED PERCENT: OVERRUN 3.5%		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	
99%	98%	100%	98%	93%		65%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.74	13.64		13.64	13.64
MILES PARTIALLY COMPLETED	2.74	13.64		13.64	13.64
MILES COMPLETED	2.74	13.3		13.3	2.
TOTAL ESTIMATED QUANTITIES (CONTRACT)	379,400	360,000		115,000	267,000
TOTAL QUANTITIES CORRECTED TO DATE	390,000	365,000		133,000	317,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	390,000	364,000		129,000	292,000
AVERAGE DAILY QUANTITIES 6 day week		250		60	2,900
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME 12-1-67 6 day week		300		80	700
NUMBER OF SHIFTS PER DAY		1		---	2
HOURS PER SHIFT		8		---	8

EQUIPMENT USED DURING THE WEEK:
Bulldozers - 4, Auger - 1, F.E. Loaders -5, Paver - 2, Paving Plant - 2
Roller - 7, Punch - 1, Blades - 2, Crushers - 2, Trucks - 17

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers A.M.			
MONDAY	Cloudy	1		
TUESDAY	Cloudy	1		
WEDNESDAY	Clear	1		
THURSDAY	Clear	1		
FRIDAY	Clear	1		
SATURDAY				

RECEIVED
NOV 1967
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Placing A.C. west end of project
MONDAY	Surfacing - Placing 1½-0 on access roads vicinity Beacon Rock Paving - Placing A.C. west end & at Wyeth; crushing A.C. aggregate Guard Rail - Installing posts and hanging rail westerly end of project Signing - Installing wood posts throughout project
TUESDAY	Surfacing - Same Paving - 1 paving plant down; placing A.C. west end & vicinity Lindsey Creek Guard Rail - Same Signing - Erecting signs throughout project
WEDNESDAY	Surfacing - Placing 1½-0 west end of project Paving - Placing A.C. from Wyeth to Starv. Cr. Guard Rail - Same Signing - Same
THURSDAY	Surfacing - Same Paving - Same Guard Rail - Installing posts and hanging rail from "SE" scales to Lindsey Creek Signing - Same
FRIDAY	Surfacing - Same Paving - Placing A.C. various "SE" scales to Viento Guard Rail - Same Signing Same
SATURDAY	Paving - Same Guard Rail - Same Signing - Same

REMARKS

Messrs. Klaboe, Morgan, Rulien and Keasey visited project Monday to discuss signing and traffic problems and possible opening date.

Mr. Keasey visited project Friday.

Monday November 6, plan to open an additional 10 miles to 4 lane traffic from Viento to the west end of project. Four lane traffic will be in use between stations 210 & 790. The remaining work throughout this length will be performed under traffic.

It was not possible to open Sunday as originally planned due to paving plant failures.

Bell Telephone adjusting line vicinity Viento.
State crew installing horizontal drains at [illegible]

SIGNED J. A. Hartley LOCATION Hood River, Ore.

RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
NOV 9 - 1967
FOR FILING

I-80N-2(35)43

1858

11-6-67

CON MCE LRW MIL 19 11/6/67 130 PM

F D MORGAN
ES HUNTER
INFO CC VICTOR WOLFE

RE CASCADE LOCKS MITCHELLPOINT SECTION
CIKYNXX COLUMIBICXXXX COLUMBIA RIVER HWY

SECTION FROM CASCADE LOCKS TO VIENTO OPEN TO DIVIDED FOUR LANE TRAFFIC 1200 NOON THIS DATE. IT IS ANTICIPATED THAT BALANCE OF PROJECT WILL BE OPEN TO DIVIDED FOUR LANE SOME TIME NEXT WEEK.

C T KEASEY

NB 17 8 .----. 3 4.

cc [illegible]

Copy - Mr Porter
Mr. Starbuck
11-6-67

NOTED
TOM EDWARDS

I-80N-2(35)43

FORM E-1 (REV. 12-64) 6858

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cascade Locks - Mitchell Point		WEEK ENDING: November 11, 1967
		SECTION PREFIX: 614-1063
HIGHWAY: Columbia River		COUNTY: Hood River
NAME OF JOB: Cascade Locks - Mitchell Point	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Rogers Construction Co.	CONTRACT NUMBER: 6858	FEDERAL AID PROJECT NUMBER: I-80N-2(35)43
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: September 16, 1966	ESTIMATED COMPLETION DATE: December 1, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 146 SUPERVISION: 5	SPECIFIED WORK DAYS 60 (time ext.)	WORK DAYS USED 16
	SPECIFIED CALENDAR DAYS 460	CALENDAR DAYS USED 462
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED calendar days- 100 % work days- 97
PROJECT AUTHORIZATION: $3,924,728.38		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 88 %
EXCLUSIVE OF ENGINEERING: $3,645,636.58	ENGINEERING AUTHORIZATION $279,091.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,763,506.06	ENGINEERING COST TO DATE $300,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92 %
ESTIMATED PERCENT: OVERRUN UNDERRUN 3.2 %	PERCENT OF AUTHORIZATION 107 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing
99%	93%	100%	99%	97%		90%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.74	13.64		13.64	13.64
MILES PARTIALLY COMPLETED	2.74	13.64		13.64	13.64
MILES COMPLETED	2.74	13.3		13.3	11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	379,400	360,000		115,400	267,000 151,
TOTAL QUANTITIES CORRECTED TO DATE	390,000	366,000		131,000	145,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	390,000	365,000		130,000	139,700
AVERAGE DAILY QUANTITIES		730	-	300	1,450
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		70		70	520
NUMBER OF SHIFTS PER DAY		1		1	1
HOURS PER SHIFT		3		10	10

EQUIPMENT USED DURING THE WEEK:
Bulldozers-2 Blade-1 Crusher-1 Paving plant-2 Roller-6 F... Loader-4 Paver-2 Truck-14

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	clear			
MONDAY	cloudy	1		
TUESDAY	cloudy	1		
WEDNESDAY	showers	0		inclement weather
THURSDAY	rain	0		inclement weather
FRIDAY	rain	0		inclement weather
SATURDAY	showers			

Routing
Decker
Pease
RECEIVED
Trout
NOV 13 1967
Scott
Will
CONSTRUCTION
Litchfield
DIV.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Paving-Placing P.C. vicinities Lyeth and Viento. Guard Rail-Installing posts and hanging rail various throughout project all week.
MONDAY	Surfacing-Placing 1½-0 on shoulders vicinity Viento. Paving-Crushing paving aggregate. This is last of crushing done by Columbia Crushing Co. Placing P.C. and Bit. Base vicinities Herman Creek Interchange and Viento. Signing-Installing signs vicinity Herman Creek Interchange.
TUESDAY	Paving-Placing P.C. vicinities Herman Creek Interchange and Viento. Signing-Installing signs at Lyeth and Viento. Seeding-Began seeding slopes throughout project, continued all week.
WEDNESDAY	Paving-Placing P.C. at Lyeth and Viento Interchanges.
THURSDAY	Surfacing-Placing 1½-0 vicinity Mitchell Point. Paving-Placed P.C. sidewalks Viento. No Road paving.
FRIDAY	Surfacing-Placing 1½-0 vicinity Mitchell Point and ¾-0 on Interchange shoulders. Paving-None
SATURDAY	Paving-Placing P.C. at Starvation Creek and Bit. Base vicinity Mitchell Point. Guard Rail-Same Seeding-Same

REMARKS

State hirizontal drill crew at Fountain Slide.

Bell Telephone Co. adjusting line vicinity Viento.

At noon Monday the west end of the project to Viento was opened to four lane traffic.

SIGNED J. R. Starkey LOCATION Hood River, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

I-80N-2(35)43

FORM FHWA 18-661 6458

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Cascade Locks - Mitchell Point	WEEK ENDING: Nov. 18, 1967
		SECTION PREFIX: 614-1063
	HIGHWAY: Columbia River	COUNTY: Hood River
NAME OF JOB: Cascade Locks - Mitchell Point	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Rogers Construction Co.	CONTRACT NUMBER: 6858	FEDERAL AID PROJECT NUMBER: I-80N-2(35)43
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: September 16, 1966	ESTIMATED COMPLETION DATE: Dec. 1, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 118 SUPERVISION: 5	SPECIFIED WORK DAYS: 60 (time ext)	WORK DAYS USED: 21
	SPECIFIED CALENDAR DAYS: 460	CALENDAR DAYS USED: 460
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: Calender days 100% Work days 35%
PROJECT AUTHORIZATION: $3,924,728.38		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92 %
EXCLUSIVE OF ENGINEERING: $3,645,636.58	ENGINEERING AUTHORIZATION: $279,091.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,763,506.06	ENGINEERING COST TO DATE: $307,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%
ESTIMATED PERCENT: O/ERRUN ~~UNDERRUN~~ 3.2 %	PERCENT OF AUTHORIZATION: 110 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	
99 %	98 %	100 %	99 %	99 %		90 %	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.74	13.64		13.64	13.64
MILES PARTIALLY COMPLETED	2.74	13.64		13.64	13.64
MILES COMPLETED	2.74	13.3		13.64	13
TOTAL ESTIMATED QUANTITIES (CONTRACT)	379,400	360,000		115,400	267,000 151,600
TOTAL QUANTITIES CORRECTED TO DATE	390,000	367,000		130,900	153,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	390,000	366,400		130,900	152,000
AVERAGE DAILY QUANTITIES 6 day week		230		150	2,220
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME 12-01-67 6 day week		60			100
NUMBER OF SHIFTS PER DAY		1		1	1
HOURS PER SHIFT		8		10	10

EQUIPMENT USED DURING THE WEEK:

Billdozers 3, Blade 1, Paver 2, Trucks 14, Rollers 7, FE Loaders 4, Paving Plant 2, Auger 1

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Cloudy	1		
TUESDAY	Showers	1		
WEDNESDAY	Cloudy	1		
THURSDAY	"	1		
FRIDAY	"	1		
SATURDAY				

RECEIVED
NOV 20 1967
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	Surfacing: Placing 1½-0 on shlds. Vicinity Mitchell Point. Paving: Placing AC and Bit Base at Starvation Cr. and Mitchell Point. Guard Rail: Installing posts and hanging rail throughout project all week.
TUESDAY	Surfacing: Placing 1½-0 on shlds. vicinity "SW" scales and Mit. Pt. Paving: Placing AC at "SW" scales and Mit. Pt.
WEDNESDAY	Surfacing: Placing 1½-0 at Starvation Cr. and Viento Interchanges. Paving: Same
THURSDAY	Surfacing: Same. Paving: Placing AC Viento to Mit. Pt.
FRIDAY	Paving: Same
SATURDAY	Paving: Same

REMARKS

Opened remaining, Viento to Mitchell Point, portion of project to 4 lane traffic at 7:30 AM Thursday. Basic rulespeeds of 50-55 MPH are posted throughout project.

SIGNED G. L. Starkey LOCATION Hood River, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

I-80N-2(35)43

FORM C-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cascade Locks - Mitchell Point		WEEK ENDING: January 6, 1968
		SECTION PREFIX: 614-1063
HIGHWAY: Columbia River		COUNTY: Hood River
NAME OF JOB: Cascade Locks - Mitchell Point	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Rogers Construction Co.	CONTRACT NUMBER: 6858	FEDERAL AID PROJECT NUMBER: I-80N-2(35)43
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: September 16, 1966	ESTIMATED COMPLETION DATE: January 12, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED: 28
	SPECIFIED CALENDAR DAYS: 460	CALENDAR DAYS USED: 460
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: Calendar Days - 100% Work Days - 47%
PROJECT AUTHORIZATION: $3,924,728.38		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $3,645,636.58	ENGINEERING AUTHORIZATION: $279,091.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,843,612.71	ENGINEERING COST TO DATE: $350,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107%
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 5 %	PERCENT OF AUTHORIZATION: 125 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	
100%	100%	100%	100%	100%		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.74	13.64		13.64	13.64
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.74	13.64		13.64	13.64
TOTAL ESTIMATED QUANTITIES (CONTRACT)	379,400	360,000		115,400	~~267,000~~ 151,600
TOTAL QUANTITIES CORRECTED TO DATE	390,320	371,530		131,300	155,440
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	390,320	371,530		131,300	155,440
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

F.E. Loader - 1

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Partly Cloudy	0		Workday Period ended 11-30-67
TUESDAY	Partly Cloudy	0		
WEDNESDAY	Partly Cloudy	0		
THURSDAY	Partly Cloudy	0		
FRIDAY	Partly Cloudy	0		
SATURDAY				

Routing
Pease
Morelock
Trout
Scott
Litchfield
Olson
Decker
Bond
Barbee
Walker
Claes
Swan

RECEIVED
JAN
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	Minor Clean-up Work
WEDNESDAY	Same
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

70 M.P.H. signs in effect beginning Tuesday, January 2, 1968.

Mr. Grafe visited project Thursday.

Minor Clean-up work remaining.

Semi-Final will be submitted about February 1, 1968.

SIGNED J. L. Stanley LOCATION Hood River, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RESOLUTION

THROUGHWAYS & RIGHT OF ACCESS FILE NO. 5

WHEREAS, the Highway Commission, in accordance with the provisions of Chapter 4, Oregon Laws 1947, is authorized and empowered "to lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways which shall be known as throughways", as that term is defined in this act, and

WHEREAS, a throughway, the location, construction and maintenance of which, is authorized by said law, is defined therein as follows:

> "For the purposes of this act a throughway is defined as a highway or street especially designed for through traffic, and over, from or to which owners or occupants of abutting land or other persons have no easement of access or only a limited easement of access, light, air or view by reason of the fact that their property abuts upon such throughway or for any other reason.",

and

WHEREAS, said law with respect to powers vested in the Highway Commission, declares that:

> "Any relocated section of an existing highway and such portions of existing highways which at the time the same are designated as throughways have less than ten commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highway may be designated and constructed as or converted into a throughway by the highway commission.",

and

WHEREAS, the Commission has caused to be prepared and filed in the office of the Highway Commission at Salem, Oregon, a complete analysis and disclosure of all sections of the highways hereinafter named and defined, which highways or sections of highways on the date of this resolution, to-wit: on the 3rd day of November, 1948, have less than ten commercial businesses abutting thereon in any one mile, catering to the motoring public, and the portions and sections of said highways which have abutting thereon

Dated November 3, 1948

W. Bleasing

ten or more commercial businesses per mile catering to the motoring public, and

WHEREAS, the Highway Engineer has caused such study and examination to be made, and has filed in the office of the Highway Commission at Salem, Oregon, his written report of such studies, examination and disclosure, and has likewise caused to be prepared and filed in said office a complete set of maps on which are shown the highways hereinafter named and the sections of said highways on which there are, on the date of the adoption of this resolution, ten or more commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highway or sections thereof, and

WHEREAS, the Commission does hereby, after due consideration, find and declare that for the purpose of preserving human lives and minimizing property damage, the safe and convenient transportation of persons and property by motor vehicle, and the safety and welfare of the public generally, the highways or sections of highways hereinafter designated and defined, should be selected, adopted, classified, constructed, maintained and operated as throughways, as said term is defined in said law.

NOW, THEREFORE, Be it and it hereby is resolved, declared and ordered by this Commission, as follows:

1. That the following named and designated existing highways and/or sections thereof, and any relocated part or section of any one of said highways shall be, and the same hereby are selected, designated and established as throughways, and from and after the date of this resolution said highways and all parts thereof shall, when located, reconstructed or otherwise permanently improved be relocated, constructed and reconstructed as

throughways, as said term is defined in said law.

2. The highways, sections and units thereof which hereby are selected, designated and adopted as throughways within the meaning and purpose of said act, are these:

Pacific Highway East, 1E, concerning and with respect to which 9 maps have been prepared and filed, which maps are herein identified as Group 1.

Pacific Highway West, 1W, concerning and with respect to which 7 maps have been prepared and filed, which maps are herein identified as Group 2.

Pacific Highway, #1, concerning and with respect to which 13 maps have been prepared and filed, which maps are herein identified as Group 3.

Columbia River Highway, #2, Rainier to Washington Line, concerning and with respect to which 18 maps have been prepared and filed, which maps are herein identified as Group 4.

The Dalles-California Hwy., #4, Sherman Hwy. Jct.-California Line, concerning and with respect to which 20 maps have been prepared and filed, which maps are herein identified as Group 5.

The Old Oregon Trail, #6, Stanfield to Idaho Line, concerning and with respect to which 15 maps have been prepared and filed, which maps are herein identified as Group 6.

Central Oregon Highway, #7, concerning and with respect to which 17 maps have been prepared and filed, which maps are herein identified as Group 7.

Oregon-Washington Highway, #8, Milton-Washington Line, concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 8.

Oregon Coast Highway, #9, Astoria-Coquille, concerning and with respect to which 22 maps have been prepared and filed, which maps are herein identified as Group 9.

Santiam Highway, #16, Santiam Jct.-Sisters, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 10.

McKenzie-Bend Highway, #17, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 11.

Willamette Highway, #18, concerning and with respect to which 6 maps have been prepared and filed, which maps are herein identified as Group 12.

Redwood Highway, #25, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 13.

Mt. Hood Loop Highway, #26, Portland-Wapinitia Jct., concerning and with respect to which 4 maps have been prepared and filed, which maps are herein identified as Group 14.

Salem-Dallas Highway, #30, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 15.

Wilson River Highway, #37, concerning and with respect to which 4 maps have been prepared and filed, which maps are herein identified as Group 16.

Salmon River Highway, #39, concerning and with respect to which 4 maps have been prepared and filed, which maps are herein identified as Group 17.

Sherman Highway, #42, concerning and with respect to which 3 maps have been prepared and filed, which maps are herein identified as Group 18.

Wapinitia Highway, #44, Wapinitia Jct.-Bear Springs Jct., concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 19.

Sunset Highway, #47, concerning and with respect to which 8 maps have been prepared and filed, which maps are herein identified as Group 20.

West Portland-Hubbard Highway, #51, concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 21.

Warm Springs Highway, #53, concerning and with respect to which 5 maps have been prepared and filed, which maps are herein identified as Group 22.

Boardman-Stanfield Highway, #54, concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 23.

North Santiam Highway, #162, Detroit to Santiam Jct., concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 24.

Dalles-Coast Highway, #192, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 25.

3. When any one of said above named highways, or any section or unit of the same, is relocated, reconstructed or otherwise permanently improved, the Engineer hereby is instructed and directed to accomplish said work so that when said highway, or any section thereof, is completed, it shall conform to and in all respects satisfy the specifications and requirements of a throughway as said term is defined in this act.

4. When any of said highways, or sections thereof, are located, relocated or constructed as a throughway, all right of access from lands abutting thereon to said highway, or from said highway to said abutting lands, shall be acquired by the State. If access to any of said highways or from any of said highways to lands abutting thereon is provided and allowed, such access shall be only at such points and in such manner and for such purpose as the Highway Commission may direct, all of which shall be disclosed and specified in the deed or other instrument of conveyance of title to the State.

5. The Right of Way Department, when acquiring title to lands upon which said highways, or sections thereof, are to be constructed, reconstructed or relocated, shall acquire from the abutting owner all right of access to said highway or from said highway to said abutting lands, except as otherwise ordered by the Commission duly entered in its minutes and incorporated in the instrument of conveyance.

6. Whenever any section or unit of any of said existing highways is, subsequent to the adoption of this resolution, permanently improved, and said section or unit has or had at the date of the adoption of this resolution and order on any one mile of any section thereof, ten or more commercial businesses catering to the motoring public, then with respect to said units or sec-

tions, the Right of Way Department is hereby directed to procure and acquire all right of access from said abutting lands to said highway and from said highway to said abutting lands, which acquisition shall be made pursuant to the authority vested in the Commission under the provisions of Subsection 4 of Section 100-115, O.C.L.A. or amendments or supplements thereof.

7. Other and additional highways or sections of highways may be selected, designated and adopted as throughways when, in the judgment and opinion, such action is in public interest.

8. The Engineer is hereby instructed to erect or cause to be erected and thereafter maintained at suitable and appropriate sites along said highways appropriate signs advising the public that the highway upon which said sign is placed has been designated and made a throughway and is subject to access and other controls vested in the State Highway Commission by law. Said signs shall be of such design and size, and shall be placed at sites which will give to the general public the notice intended.

9. The maps herein referred to as Group 1 to Group 25, inclusive, which maps are certified as bearing date Nov. 3, 1948, and the signature of W.C. Williams 1st Asst. State Hwy. Engr., hereby are by this reference adopted and approved for the purpose for which they were prepared and hereby by this reference made a part of this resolution.

This resolution shall be entered in the minutes and records of the Commission as of the 3rd day of November, 1948.

JMD:FRC
10/28/48

RECEIVED
JUL 8 - 1969
FOR FILING

I-80N-2(33)43

6858

REFERRED TO
Mr. Cooper
BY DEPUTY STATE HIGHWAY ENGINEER

7589

LRW MIL 37 6-17-69 8/17AM

R L PORTER

DOUBLAS E TIETZE WORKS FOR PUBLIC WORKS DEPAIMENT, CITY OF GRESHAM, ~~E9~~ MC WILLIAMS CITY MANAGER.

TIETZE HOME PHONE 775-2629 AND HOME ADDRESS 2742 SE 805 ,//// SE 80TH, PORTLAND. HE IS AVAILABLE. WOULD LIKE SUBPOENA IF NEEDED FOR MORE THAN DAY, AND WOULD APPRECIATE OPPORTUNITY TO REVIEW THE DATA.

L W RULIEN

FB

CORRECTION FIRST WORD SECOND LINE IS "BOB"

3/4.

RECEIVED
JUN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

6/16/69

TIME SCHEDULE FOR

DEPOSITION AND TRIAL

(Wayne Hilliard, Att.)

Cooper (Malloy Case)

Hilliard office, June 19 - 11:30 a.m. - Deposition.

Starkey (Myrick Case)

Monday, June 23 - Hilliard office for trial.

(Malloy Case)

June 27, 9:00 a.m. Hilliard office - trial.

Doug E. Tietzie (eye witness)

Have available for witness in Malloy Case June 30 or July 1 - will advise later.

Salem, Oregon
June 13, 1969

R. L. Porter
Deputy State Highway Engineer

On this date, I received a call from Attorney Wayne Hilliard of the law firm, McColloch, Dezendorf & Spears, Portland, stating that the Myrick case was set for trial on June 23 in the Multnomah County Circuit Court.

Mr. Hilliard, who is defending attorney for the State, requested that we have Glenn Starkey in his office June 23, at 9 a.m. for a briefing and later for testimony at the trial. Mr. Hilliard stated that Mr. Starkey would have to be in Portland for several days. Mr. Hilliard's office is on the 8th floor of the Pacific Building.

Will you please take appropriate action.

Forrest Cooper
State Highway Engineer

FC:fn

cc F. B. Klaboe
Victor D. Wolfe
George Rohde

FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1969

SUBJECT:

To: MEMO TO FILE

Attorney Wayne Hilliard of the law firm, McColloch, Dezendorf & Spears, Portland, called me this date and requested that I be in his office by noon on June 19 for the purpose of giving a deposition in the case of Malloy vs. Rogers Construction, Glenn A. Starkey, and Forrest Cooper.

Mr. Malloy has brought suit in connection with an automobile accident on the Rogers job westerly of Hood River.

Mr. Hilliard requested that I search our file for any reference to accidents involving this contract prior to October 20, 1967. Mr. Hilliard stated the plaintiff was going to attempt to show in court that due to the fact there had been several accidents on this section which came to my attention, this should have put me on notice that our signing and traffic control was insufficient. The file should be run re this matter.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
George Rohde - Please handle.

Copy to Bud - Re: accidents on appeal to order dep dep

JUN 1 1969
TRAFFIC ENGINEERING

RECEIVED
JUN 17 1969
I-5(N-2(35)43
6858

McCOLLOCH, DEZENDORF, SPEARS & LUBERSKY
(DEY, HAMPSON & NELSON)
(KOERNER, YOUNG, McCOLLOCH & DEZENDORF)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204
226-6151

FRANK C. McCOLLOCH
JAMES C. DEZENDORF
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GEORGE B. CAMPBELL
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON

CLARENCE J. YOUNG
OF COUNSEL

JOHN H. DORAN
JOHN C. WRIGHT, JR.
O. MEREDITH WILSON, JR.
PETER L. BARNHISEL
ANTHONY J. BARKER
BURRIL L. PRESTON, JR.
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.
ALAN G. CARLTON
RICHARD C. HUNT
JOHN W. GOULD
ROBERT B. HOLBROOK

June 13, 1969

Mr. Forrest Cooper
State Highway Department
Salem, Oregon 97310

Re: Michael Malloy v. Cooper et al
Date of Accident--10/20/67
Gregory Myrick v. Cooper et al
Date of Accident--9/15/66
Rogers Construction Company
Contract No. 6858

Dear Mr. Cooper:

This will confirm and supplement our telephone conversation today wherein we made arrangements for you to come to my office in Portland on Thursday, June 19, 1969 for the purpose of having your deposition taken in the Michael Malloy case. It became necessary to schedule the deposition somewhat earlier than the time I had indicated in our conversation; therefore, will you please arrange to be in my office by 11:30 a.m. Your deposition will be taken at 12:45.

As I advised you, the Malloy case has been set for trial on June 27. I understand you will arrange for Mr. Starkey, who is also a defendant in this case, to be available for trial. In addition, Doug E. Tietzie, an employee of the Highway Department who witnessed this accident, should be available to attend court on Monday and Tuesday, June 30 and July 1, 1969.

This letter will also confirm our understanding that you will arrange for Mr. Starkey to be in our office at 9:00 a.m. on Monday, June 23, for trial of the Myrick case. In addition to Mr. Starkey and yourself, Messrs. Rulien, Keasey, Morgan and Klaboe have been named as defendants in the Myrick case. Therefore, when you are in Portland next Thursday, we should then determine if any of these gentlemen should be present for the trial.

Very truly yours,

Wayne Hilliard

RECEIVED
JUN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1968

FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-2(35)43
6458

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 19, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Additional Drainage Facilities
Under UPRR Tracks
Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County
Project No. I-80N-2 (43) 43

Dear Sir:

The Union Pacific Railroad Company has called our attention to the need for an additional culvert under their tracks at Railroad M.P. 48.5, Railroad Station 485+70 to handle the discharge from a highway culvert at highway station 428+65 which was installed during the construction of the above-captioned project.

Inasmuch as the State has installed numerous horizontal drains to tap ground water above the highway, there is little question that the State's construction has contributed to the Railroad's drainage problems. You will find attached two copies of the Railroad's letter of April 2, 1968, their drawing entitled Exhibit "D", dated March 19, 1968, and our drawing showing the horizontal drains and proposed treatment for the problem. The portion to be done by Railroad forces will be "Unit III" as shown on our sketch, and is estimated to cost $1300.

Inasmuch as the recent rains have caused a pond to form between the highway and the Railroad, we request your approval to proceed with this work immediately.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe (w/attachments)
L. H. Young "
C. H. Maison "

RECEIVED
DEC 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

APRIL 2, 1968

File Ref. D 315 - 2 - 8

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Moralock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
APR 3 1968
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Cascade Locks - Mitchell Point Section,
Columbia River Highway

Referring to my letter dated February 19, 1968 of need to correct condition created by the State installing a culvert under the highway above the Railroad's track at about our MP 48.5 in connection with the captioned highway project:

Mr. G. A. Starkey has requested a cost estimate from us for installing 24-inch culvert under our track with 36-inch standpipe at one end by Railroad forces as indicated on the attached Railroad Division print dated March 19, 1968. Accordingly Mr. Starkey has been informed that we tentatively estimate this will cost about $1300, divided $900 labor and $400 material.

Please advise if you wish the Railroad to make this installation at State expense and whether it will be satisfactory to cover in a supplemental agreement with provisions similar to those in document dated JANUARY 25, 1966 pertinent to a like installation at Railroad MP 46.77.

It is understood that the State will pay Railroad's actual costs incurred and will connect the 18-inch pipe illustrated on our Division print to the standpipe with

its own forces, at State expense, and will be responsible for maintenance of the entire facility.

Copy of our Division print dated March 19, 1968 is attached for Mr. Starkey's information.

Yours very truly,

W. D. Johnson
Head

enc.

cc: Mr. G. A. Starkey,
Resident Engineer
Oregon State Highway Department
P. O. Box 23324
Tigard, Oregon 97223

D-2617

D-2617

D-2617

R.R.
4°00' C
Δ 20°59'
D 6°36'
45 MPH
TAN 430.5

L 425+70.3 PCC

+83+18.2 PCC

L 429+45.3 PT = EQ.
486+12.5

M.P 48.5

24" CMP

15' MIN CL.

LEANOUT

485

420

COLUMBIA RIVER

430

To Huntington

HIGHWAY

R.R. 487+48
BEG. R.S. Fence IIRI

T. 3N., R. 8E. WM.
SEC. 35

PLAN
SCALE 1" = 200'

140

120

100

80

CLEANOUT

18" CMP

15' MinCl

4 M.L.

8 x 36"
STANDPIPE

24" x 40'
F/L 65° BOR

O.R.&N. Line

ELEVATION
NO SCALE

EXHIBIT "O"
OREG.-WASH. RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

MP 48.5 Main Line
Near Wyeth, Oregon

To Accompany Agreement with
State of Oregon Covering Drainpipe.

Office of Div. Engr. Scale: 1" = 200'
Albina, Oregon March 19, 1968

-- Legend --

Drainpipe shown---------- Orange
Railroad R/W shown----- Outlined Red

CASCADE LOCKS-MITCHELL POINT

COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

DRAINAGE VICINITY STA. 428

T. 3 N., R. 8 E., W.M.
Section 35

Attach to our Copy

422 + 38.72 P.S.C.

425 + 70.39 P.C.S.

429 + 45.39 P.T.

12" Steel Pipe in Place

Pipe Not Found

R.R. R/W

425

430

Unit III Install 24" C.M.P (Extra Str) - 38' & 36" C.M.P Standpipe - 8'

Unit II Install 18" CMP - 66' + 1-35° Bend

Unit I - Install 12" C.M.P. - 320' ±

1½" Horizontal Drains

R/W

+65 18" C.S. Pipe in Place - 110'

Monthly transaction number 10-65	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 20	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-15-64	County Hood River
Modification number 5		Project number I-80N-2(35)43

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,248,891	$ 4,284,064
Federal funds	$ 3,919,000.00	$ 3,952,000.00
Other revisions		

This modification is made for the following reasons:

estimate revised to include increase in cost of approved State Force Orders.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15 day of October, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G. Green
(Division Engineer)
For R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-084-2(35)43

CASCADE LOCKS-MITCHELL POINT SECTION

OF THE COLUMBIA RIVER HWY. IN HOOD RIVER COUNTY

(Revised project agreement necessary to include increase in cost of approved State force work.)

Salem, Oregon, October 4, 1962

By ... Code 23.3
Highway (Sta. 24+54 Int. Eqns. 61+92.6 BC to Sta. 949 12)(Completed 0828)

Subtotal on previous estimate of March 1, 1962 $3,063,537.45

Previous estimate of January 4, 1962

Approved SFO No. 4 Striping	All Required	$ 8,924.00
Approved SFO No. 5 Install Horizontal Drains	All Required	15,000.00
		$ 23,924.00

Revised estimate

Approved SFO No. 4 Striping	All Required	$ 15,900.00
Approved SFO No. 5 Install Horizontal Drains	All Required	40,000.00
		$ 55,900.00
	Net Increase	31,976.00
	Subtotal	3,095,513.45
	8% engr. & Cont.	248,552.55
	Total	$3,344,066.00

Length of Project . . . . . 13.681 miles
Cost of Roadway per mile $244,388.31

Federal Funds	$3,952,000.00
State Funds	392,066.00
	$4,344,066.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1923; Chap. 529, Laws 1957.
State Funds for Maint.: Chap. 529, Laws 1959.

Prefix 614-1(6)

Checked in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Oregon State Highway Department

Federal-Aid
Project No. I-084-2(35)43

CASCADE LOCKS-MITCHELL POINT SECTION

OF THE COLUMBIA RIVER HWY. IN HOOD RIVER COUNTY

(Revised project agreement estimate to include increase in cost of approved State force orders.)

Salem, Oregon, October 4, 1968

Roadway (Sta. 349+50 thru Sta. [illegible]) 92.05 (47.40 thru Sta. 949+12)(Contract 6858)

Subtotal on previous estimate of March 1, 1968		$3,063,537.45
Previous estimate of January 4, 1968		
Approved SFO No. 4 Striping	All Required	$ 8,924.00
Approved SFO No. 5 Install Horizontal Drains	All Required	15,000.00
		$ 23,924.00
Revised estimate		
Approved SFO No. 4 Striping	All Required	$ 15,900.00
Approved SFO No. 5 Install Horizontal Drains	All Required	40,000.00
		$ 55,900.00
	Net Increase	31,976.00
	Subtotal	3,095,513.45
	*W&M Engr. & Cont.	208,550.55
	Total	$4,284,064.00

Length of Project . . . . . 13.631 miles
Cost of Roadway per mile $314,288.31

Federal Funds	$3,952,000.00
State Funds	332,064.00
	$4,284,064.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 509, Laws 1939.

Prefix 61A-1063

*Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
3-40		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
17		Hood River
Modification number	(PFM 21-7) 3-20-68	Project number
4		I-80N-2(35)43

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 19 66, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,242,456	$ 4,248,891
Federal funds	$ 3,913,600.00	$ 3,919,000.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate including additional work by Union Pacific Railroad.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of March, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Potts

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
R. E. SIMPSON, Division Engineer

By L.R. Backlund
(Division Engineer)
L.R. Backlund, Administrative Manager

Oregon State Highway Department

Federal Aid
Project No. I-CSH-2(35)43

CASCADE LOCKS-MITCHELL POINT SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Revised project agreement estimate to include additional work by Union Pacific Railroad.)

Salem, Oregon, March 1, 1968

Type Code 6201
Roadway (Sta. 209+30 thru Equa. 613+92.05=629+80.30 to Sta. 949+12)
(Contract No. 6858)

Previous Subtotal on Estimate dated February 8, 1968		$3,857,687.45
Revised Estimate		
Utility		
Union Pacific Railroad, Additional work	All Required	$ 5,850.00
	Net Increase	$ 5,850.00
	Subtotal	$3,863,537.45
	*10% Engr. & Cont.	385,353.55
	Total	$4,248,891.00

Length of Project - - - - - - - - - - - - - 13.631 miles
Cost of Roadway per mile - - - - - - - - - $311,707.94

Federal Funds -	$3,919,000.00
State Funds- -	329,891.00
Total	$4,248,891.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 614-1063

* Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Monthly transaction number	FORM 2A (REV. 6-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
3-1		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
15		Hood River
Modification number	(PPM 21-7) 2-16-68	Project number
3		I-80N-2(35)43

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,783,298	$ 4,262,456
Federal funds	$ 3,490,000.00	$ 3,913,600.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include City of Cascade Locks, Electric Service.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of February, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Labbe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(35)43

CASCADE LOCKS-MITCHELL POINT SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Revised project agreement estimate to include City of Cascade Locks, Electric Service.)

Salem, Oregon, February 8,1968

Type Code 6201
Roadway (Sta. 209+50 thru Equa. 613+92.05=629+80.30 to Sta. 949+12)(Contract 6858)

Previous Subtotal on Estimate dated January 4, 1968		$3,847,387.45
Revised Estimate		
Utility		
City of Cascade Locks, Electric Service	All Required	$ 10,800.00
	Subtotal	$3,857,687.45
	*10% Engr. & Cont.	384,768.55
	Total	$4,242,456.00

Length of Project - - - - - - - - - - - - - - - - - 13.631 miles
Cost of Roadway Per Mile - - - - - - - - - - - - - $311,235.86

* Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Federal Funds - - - - - - - - - - - - - - - - -

CASCADE LOCKS-MITCHELL POINT SECTION

Project I-80N-2(35)43

Work by Electric Service, City of Cascade Locks

Preliminary Costs	$ 500.00
Construction Costs	5,100.00
Materials Cost	4,700.00
	$10,300.00

Monthly transaction number: 1-71	FORM FHWA (REV. 3) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-16-68	County: Hood River
Modification number: 2		Project number: I-80N-2(35)43

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 19 66, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,783,298	$ 4,231,126
Federal funds	$ 3,490,000.00	$ 3,903,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include increase in cost by changes in bid item quantities and approved EWO's, SFO's, and PA's.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of January, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stuart

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-608-2(35)43

CASCADE LOCKS - MITCHELL POINT SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Revised project agreement estimate to include increase in cost by changes in bid item quantities* and approved Extra Work Orders, State Force Orders and Price Agreements.)

Salem, Oregon, January 4, 1968

Type Code 6201
Roadway (Sta. 209+50 through Equa. 613+92.05=629+80.30 to Sta. 949+12)
(Contract No. 6858)

Clearing and Grubbing	All Req.			$ 110,000.00
Ditch Excavation, Unclassified	840 cu.yd.	$	3.00	2,520.00
General Excavation, Unclassified	379,400 cu.yd.		0.75	284,550.00
Embankment in Place	34,300 cu.yd.		1.25	42,875.00
Finishing Roadbed and Slopes	All Req.			10,000.00
Rounding Cutbanks	3,000 lin.ft.		0.20	600.00
Trench Excavation	4,400 cu.yd.		3.00	13,200.00
Special Backfill in Drains	1,060 cu.yd.		6.00	6,360.00
General Backfill in Drainage Tunnels	880 cu.yd.		8.00	7,040.00
Watering	7,580 M-Gal.		3.00	22,740.00*
Preparation of Old Roadbed	All Req.			6,000.00
3/4"-0 Material in Base	16,640 ton		1.60	26,624.00*
Plant-Mix Stone Base	354,280 ton		1.55	549,134.00*
Bituminous Base Mixture	76,220 ton		3.60	274,392.00*
Asphalt in Bituminous Base	3,430 ton		31.00	106,330.00*
3/4"-0 Aggregate in Prime Coat	Deleted by Price Agreement No. 10			
MC-250 Asphalt in Prime Coat	Deleted by Price Agreement No. 10			
RS-1 Asphalt in Tack Coat	36 ton		50.00	1,800.00
Class "B" Asphalt Concrete Mixture	155,410 ton		3.70	575,017.00*
Asphalt Cement in Mixture	9,200 ton		30.00	276,000.00*
Class "A" Concrete	130 cu.yd.		75.00	9,750.00
Metal Reinforcement	25,000 lb.		0.15	3,750.00
Paving Box Culvert Inverts	All Req.			1,800.00
Reinforced Ditch Lining	200 sq.yd.		10.00	2,000.00
Loose Riprap	210 cu.yd.		5.00	1,050.00
Salvage and Reinstall Welded Steel Pipe	All Req.			1,000.00
Temporary Drainage Structure, Sta. 654+30	All Req.			500.00
18-inch Culvert Pipe	1,400 lin.ft.		5.20	7,280.00
24-inch Culvert Pipe	300 lin.ft.		7.50	2,250.00
30-inch Culvert Pipe	66 lin.ft.		10.15	669.90
36-inch Culvert Pipe	200 lin.ft.		12.00	2,400.00
66-inch Culvert Pipe	200 lin.ft.		31.00	6,200.00
78-inch Culvert Pipe	220 lin.ft.		43.00	9,460.00
6-inch Drain Pipe	1,250 lin.ft.		1.70	2,125.00

8-inch Drain Pipe	2,260	lin.ft.	$ 2.50	$ 5,650.00
18-inch Drain Pipe	440	lin.ft.	5.20	2,288.00
Extra Pipe for Under Railroad	All	Req.		3,000.00
18-inch Culvert End Sections	8	only	40.00	320.00
24-inch Culvert End Sections	1	only	50.00	50.00
Concrete Manholes	2	only	400.00	800.00
Concrete Inlets, Type C-1	1	only	200.00	200.00
Concrete Inlets, Type C-2d	3	only	200.00	600.00
Corrugated Metal Catch Inlets	4	only	75.00	300.00
Concrete Curbs	190	cu.yd.	45.00	8,550.00
9-inch Concrete Surfacing	230	sq.yd.	10.00	2,300.00
Extra for A.C. Concrete Approaches	18	only	40.00	720.00
Extra for A.C. Concrete Walks	240	sq.yd.	3.00	720.00
Extra for A.C. Concrete Curbs	3,200	lin.ft.	0.75	2,400.00
Guide Posts, Y-1	540	only	7.20	3,888.00
Guide Posts, Y-2	330	only	8.25	2,722.50
Guide Posts, Y-3	10	only	10.30	103.00
Guard Rail	2,000	lin.ft.	2.40	4,800.00*
Median Barrier	See Price Agreement No. 11			
Rail End Pieces	120	only	5.15	618.00
Guard Rail Blocks	200	only	2.05	410.00*
Extra Guard Rail Posts	230	only	10.30	2,369.00
Extra for Painting Rails	Deleted by Price Agreement No. 9			
Salvaging Guard Rail	2,700	lin.ft.	0.52	1,404.00
Salvaging Type 2 Barricade	750	lin.ft.	0.52	390.00
Guard Rail - Salvaged Guard Rail	2,700	lin.ft.	1.00	2,700.00
Guard Rail - Salvaged Barricade	750	lin.ft.	1.00	750.00
Type 1 Fence	22	rod	6.15	135.30
Type 2 Fence	3,500	rod	11.30	39,550.00*
20' Type 1 Double Gates	6	only	205.00	1,230.00
20' Type 2 Double Gates	3	only	205.00	615.00
4' Chain Link Fence	3,100	lin.ft.	1.55	4,805.00
Seeding	16	acre	75.00	1,200.00
Mulching	16	acre	230.00	3,680.00
Grass Seed, Creeping Red Fescue	170	lb.	1.00	170.00
Grass Seed, Chewing Fescue	110	lb.	1.00	110.00
Grass Seed, Perennial Ryegrass	80	lb.	1.00	80.00
Dutch White Clover	50	lb.	1.00	50.00
Inorganic Fertilizer, 10-16-8	500	cwt.	8.25	4,125.00
Fertilizing Existing Slopes	110	acre	60.00	6,600.00
Furnishing Field Laboratory Building	All	Req.		1,000.00
Signing				
Sign Support Footings	All	Req.		$ 8,300.00
Pipe Sign Posts	All	Req.		7,825.00
Single Sign Posts	All	Req.		12,765.00
Double Sign Posts	All	Req.		900.00
Structure Mounts	All	Req.		440.00
Painted Wood Sign Posts	All	Req.		6,650.00
Type "AA" and "BB" Signs in Place	3,120	sq.ft.	$ 7.15	22,308.00

Type "C" and "D" Signs in Place	1,224 sq.ft.	$ 4.50	$ 5,508.00
Type "E", "F" and "G" Signs in Place	329 sq.ft.	4.75	1,562.75
Type "J" Signs in Place	94 sq.ft.	6.50	611.00
			$2,543,689.45
Flagging (57½ of Contractor's Cost)	All Req.		90,000.00
Approved E.W.O. No. 3 Slide Removal	All Req.		112,000.00
Approved E.W.O. No. 6 Fill Warren Cr. Channel	All Req.		4,000.00
Approved E.W.O. No. 7 Remove Unstable Material	All Req.		34,000.00
Approved S.F.O. No. 4 Striping	All Req.		8,924.00
Approved S.F.O. No. 5 Install Horizontal Drains	All Req.		15,000.00
Approved P.A. No. 11 Guard Rail	83,800 lin.ft.	4.08	341,904.00
Approved P.A. No. 11 Guard Rail Terminal Anchor Assy.	40 only	80.00	3,200.00
Approved P.A. No. 11 Guard Rail Connections to Structures	8 only	30.00	240.00
Approved P.A. No. 11 Median Barrier	70,400 lin.ft.	5.70	401,280.00
Approved P.A. No. 13 Substitute Class "B" Asphalt Concrete for Bituminous Base Mixture	59,000 ton	3.60	212,400.00
Approved P.A. No. 13 Asphalt in Class "B" Asphalt concrete Substitute	3,250 ton	31.00	100,750.00
			$1,283,695.00

Utility

U.P.R.R. Protective Costs	All Req.	$ 20,000.00
		$ 20,000.00
	Subtotal	$3,847,387.45
	*10% Engr. & Cont.	383,738.55
	Total	$4,231,126.00

Length of Project . . . . 13.631 miles
Cost of Roadway per mile.$310,404.67

*Reduced in accordance with Par. 5 (Project field office) of PPM 30-6.

Federal Funds	$3,903,000.00
State Funds	328,126.00
Total	$4,231,126.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 614-1063

CASCADE LOCKS–HITCHELL POINT SECTION

PROJECT I-84-2(35)43

U.P.R.R. Protective Service

Engineer Inspector for 13 months with headquarters in Portland, Oregon

Engineer Inspector @ $730 X 13	= $ 9,490.00	
Payroll Additives 30%	2,847.00	
Total Labor		$12,337.00
Expenses, 13 x 21 x $2.00 per day	= $ 546.00	
Equipment Rental, 13 x 21 x $9.50 per day	2,593.50	
Total Engineering & Inspection Cost		$15,476.50

Flagging crew for 2½ months (50 days) with headquarters in Vient , Oregon

2 Section Labors, $2.63 per hr. x 8 hrs. x 50 days x 2 men	= $ 2,104.00	
1 Section Foreman, $2.94 per hr. x 8 hrs. x 50 days	= 1,176.00	
Overtime ½ hr./day 1 man		
1.5 x 2.63 x 2 x ½ x 50	= 197.25	
1.5 x 2.94 x ½ x 50	110.25	
	$ 3,587.50	
Subtotal		
Payroll Additives 30%	1,076.25	
Total Flagging Crew	$ 4,663.75	
Total R.R. Protective Costs		$20,140.25
State will pay		$20,000.00

CASCADE LOCKS—MITCHELL POINT

I-84-2(35)63

STATE WORK

Construct Scale Pits and Approach Slabs	All Req.	$10,000.00
Treated Timber Foot Bridge	All Req.	1,200.00
		$11,200.00

Additional Items

Salvage Guide Posts and Guard Rail	All Req.	2,500.00
		$13,700.00

Monthly transaction number	FORM R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-12-67	County Hood River
Modification number 1		Project number I-80N-2(35)43

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,596,651	$ 3,783,298
Federal funds	$ 3,270,000.00	$ 3,490,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include contract bid items for Starvation Creek Safety Rest Area Parking let previously coded as State work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12th day of September, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Labhart

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-[illegible]-2([illegible])43

CASCADE LOCKS - MITCHELL POINT SECTION

OF THE COLUMBIA RIVER HIGHWAY IN WOOD RIVER COUNTY

(Revised project agreement estimate to include contract bid items for Starvation Creek Safety Rest Area Parking lot previously coded as State work.)

Salem, Oregon, August 30, 1967

Type Code 4201
Roadway (Sta. 309+50 through Rema. 611 32.05-629 80.30 to Sta. 949+12)
(Contract No. [illegible])

Clearing and Grubbing	All Req.			$ 110,000.00
Ditch Excavation, Unclassified	840 cu.yd.	$	3.00	2,520.00
General Excavation, Unclassified	379,460 cu.yd.		0.75	284,590.00
Embankment in Place	34,300 cu.yd.		1.25	42,875.00
Finishing Roadbed and Slopes	All Req.			10,000.00
Rounding Cutbanks	3,000 lin.ft.		0.20	600.00
Trench Excavation	4,400 cu.yd.		3.00	13,200.00
Special Backfill in Drains	[illegible],060 cu.yd.		6.00	6,360.00
General Backfill in Drainage Tunnels	[illegible]20 cu.yd.		8.00	7,040.00
Watering	1,900 M-Gal.		3.00	5,700.00
Preparation of Old Roadbed	All Req.			6,000.00
3/4"-0 Material in Base	43,000 ton		1.60	68,800.00
Plant-Mix Stone Base	317,000 ton		1.55	491,350.00
Bituminous Base Mixture	115,400 ton		3.60	415,440.00
Asphalt in Bituminous Base	5,200 ton		31.00	161,200.00
3/4"-0 Aggregate in Prime Coat	2,260 cu.yd.		3.50	7,910.00
AC-250 Asphalt in Prime Coat	350 ton		43.00	15,050.00
As-1 Asphalt in Tack Coat	36 ton		50.00	1,800.00
Class "B" Asphalt Concrete Mixture	151,600 ton		3.70	560,920.00
Asphalt Cement in Mixture	8,460 ton		30.00	252,000.00
Class "A" Concrete	130 cu.yd.		75.00	9,750.00
Metal Reinforcement	25,000 lb.		0.15	3,750.00
Paving Box Culvert Inverts	All Req.			1,800.00
Reinforced Ditch Lining	200 sq.yd.		10.00	2,000.00
Loose Riprap	210 cu.yd.		5.00	1,050.00
Salvage and Reinstall Welded Steel Pipe	All Req.			1,000.00
Temporary Drainage Structure, Sta. 654+30	All Req.			500.00
18-inch Culvert Pipe	1,400 lin.ft.		5.20	7,280.00
24-inch Culvert Pipe	300 lin.ft.		7.50	2,250.00
30-inch Culvert Pipe	66 lin.ft.		10.15	669.90
36-inch Culvert Pipe	200 lin.ft.		12.00	2,400.00
66-inch Culvert Pipe	200 lin.ft.		31.00	6,200.00
78-inch Culvert Pipe	220 lin.ft.		43.00	9,460.00
6-inch Drain Pipe	1,250 lin.ft.		1.70	2,125.00

6-inch Drain Pipe	2,260 lin.ft.	$ 2.50	$ 5,650.00
18-inch Drain Pipe	440 lin.ft.	5.20	2,288.00
Extra Pipe for Under Railroad	All Req.		3,000.00
18-inch Culvert End Sections	8 only	40.00	320.00
24-inch Culvert End Sections	1 only	50.00	50.00
Concrete Manholes	2 only	400.00	800.00
Concrete Inlets, Type G-1	1 only	200.00	200.00
Concrete Inlets, Type G-2H	3 only	200.00	600.00
Corrugated Metal Catch Inlets	4 only	75.00	300.00
Concrete Curbs	190 cu.yd.	45.00	8,550.00
9-inch Concrete Surfacing	230 sq.yd.	10.00	2,300.00
Extra for A.C. Concrete Approaches	18 only	40.00	720.00
Extra for A.C. Concrete Walks	240 sq.yd.	3.00	720.00
Extra for A.C. Concrete Curbs	3,200 lin.ft.	0.75	2,400.00
Guide Posts, W-1	340 only	7.20	2,448.00
Guide Posts, I-2	330 only	8.25	2,722.50
Guide Posts, I-3	10 only	10.30	103.00
Guard Rail	78,000 lin.ft.	2.40	187,200.00
Median Barrier	72,400 lin.ft.	3.75	271,500.00
Rail End Pieces	120 only	5.15	618.00
Guard Rail Blocks	5,700 only	2.05	11,685.00
Extra Guard Rail Posts	230 only	10.30	2,369.00
Extra for Painting Rails	142,000 lin.ft.	0.11	15,620.00
Salvaging Guard Rail	2,700 lin.ft.	0.52	1,404.00
Salvaging Type 2 Barricade	750 lin.ft.	0.52	390.00
Guard Rail - Salvaged Guard Rail	2,700 lin.ft.	1.00	2,700.00
Guard Rail - Salvaged Barricade	750 lin.ft.	1.00	750.00
Type 1 Fence	22 rod	6.15	135.30
Type 2 Fence	5,600 rod	11.30	63,280.00
20' Type 1 Double Gates	6 only	205.00	1,230.00
20' Type 2 Double Gates	3 only	205.00	615.00
4' Chain Link Fence	3,100 lin.ft.	1.55	4,805.00
Seeding	16 acre	75.00	1,200.00
Mulching	16 acre	230.00	3,680.00
Grass Seed, Creeping Red Fescue	170 lb.	1.00	170.00
Grass Seed, Chewing Fescue	110 lb.	1.00	110.00
Grass Seed, Perennial Ryegrass	80 lb.	1.00	80.00
Dutch White Clover	50 lb.	1.00	50.00
Inorganic Fertilizer, 10-16-8	500 cwt.	8.25	4,125.00
Fertilizing Existing Slopes	110 acre	60.00	6,600.00
Furnishing Field Laboratory Building	All Req.		1,000.00
Signing			
Sign Support Footings	All Req.		$ 8,300.00
Pipe Sign Posts	All Req.		7,825.00
Single Sign Posts	All Req.		12,765.00
Double Sign Posts	All Req.		900.00
Structure Mounts	All Req.		440.00
Painted Wood Sign Posts	All Req.		6,650.00
Type "AA" and "BB" Signs in Place	3,120 sq.ft.	$ 7.15	22,308.00

Type "C" and "D" Signs in Place	1,224 sq.ft.	$ 4.50	$ 5,508.00
Type "E", "F" and "G" Signs in Place	329 sq.ft.	4.75	1,562.75
Type "H" Signs in Place	94 sq.ft.	6.50	[illegible]
			$3,196,347.45
Flagging (57½ of Contractors Cost)	All Req.		$ 50,000.00
Approved S.W.O. No. 3, Remove Slide Material	All Req.		112,000.00
Approved S.W.O. No. 6, Fill Warren Creek Channel	All Req.		4,000.00
Approved S.F.O. No. 4, Striping	All Req.		8,924.00
Approved S.F.O. No. 5, Install Horizontal Drains	All Req.		15,000.00
Approved S.W.O. No. 7, Remove Unstable Material	All Req.		34,000.00
			$ 223,924.00

Utility

U.P.R.R. Protective Costs	All Req.	$ 20,000.00
		$ 20,000.00
	Subtotal	$3,440,271.45
	*16% Engr. & Cont.	343,028.55
	Total	$3,783,298.00

Length of Project ..... 13.631 miles
Cost of Roadway per mile .. $277,551.02

*Reduced in accordance with Par. 5 (Project field office) of PPM 30-6.

Federal Funds	$3,490,000.00
State Funds	293,298.00
Total	$3,783,298.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

CASCADE LOCKS - MITCHELL POINT SECTION

PROJECT I-80N-2(35)43

U.P.R.R. Protective Service

Engineer Inspector for 13 months with headquarters in Portland, Oregon

Engineer Inspector @ $730 X 13	= $ 9,490.00
Payroll Additives 30%	2,847.00
Total Labor	$12,337.00
Expenses, 13 X 21 X $2.00 per day	= $ 546.00
Equipment Rental, 13 X 21 X $9.50 per day	= 2,593.50
Total Engineering & Inspection Cost	$15,476.50

Flagging crew for 2½ months (50 days) with headquarters in Vienta, Oregon.

2 Section Labors, $2.63 per hr. X 8 hrs. X 50 days X 2 men	= $ 2,104.00
1 Section Foreman, $2.94 per hr. X 8 hrs. X 50 days	= 1,176.00
Overtime ½ hr./day 1 man	
1.5 X 2.63 X 2 X ½ X 50	= 197.25
1.5 X 2.94 X ½ X 50	= 110.25
Subtotal	$ 3,587.50
Payroll Additives 30%	1,076.25
Total Flagging Crew	$ 4,663.75

Total R.R. Protective Costs	$20,140.25
State Will Pay	$20,000.00

CASCADE LOCKS - MITCHEL POINT

I-80N-2(35)43

STATE WORK

Construct Scale Pits and Approach Slabs	All Req.	$ 10,000.00
Treated Timber Foot Bridge	All Req.	1,200.00
		$ 11,200.00

Additional Items

Salvage Guide Posts and Guard Rail	All Req.	2,500.00
		$ 13,700.00

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-24		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4	7-11-66	Hood River
		PROJECT NO.
		I-80N-2(35)43

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cascade Locks-Mitchell Point Section, Columbia River Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-66	13.631
OTHER (Specify)		

FUNDS Fed Rate 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,596,651	$ 3,270,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By P B Kloberg

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(35)43

CASCADE LOCKS-MITCHELL POINT SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Project Agreement Estimate.

Salem, Oregon, June 17, 1966

Type Code 6401
Roadway (Sta. 209+50 thru Equa. 613+92.05 = 629+80.30 to Sta. 949+12)
(Contract No. 6858)

Clearing and Grubbing	All Required			$ 110,000.00
Ditch Excavation, Unclassified	840	cu.yd.	$ 3.00	2,520.00
General Excavation, Unclassified	379,400	cu.yd.	0.75	284,550.00
Embankment in Place	34,300	cu.yd.	1.25	42,875.00
Finishing Roadbed and Slopes	All Required			10,000.00
Rounding Cutbanks	3,000	lin.ft.	0.20	600.00
Trench Excavation	4,400	cu.yd.	3.00	13,200.00
Special Backfill in Drains	1,060	cu.yd.	6.00	6,360.00
General Backfill in Drainage Tunnels	880	cu.yd.	8.00	7,040.00
Watering	1,894	M-gal.	3.00	5,682.00
Preparation of Old Roadbed	All Required			6,000.00
3/4" - 0 Material in Base	42,660	ton	1.60	68,256.00
Plant-Mix Stone Base	315,470	ton	1.55	488,978.50
Bituminous Base Mixture	115,400	ton	3.60	415,440.00
Asphalt in Bituminous Base	5,200	ton	31.00	161,200.00
3/4" - 0 Aggregate in Prime Coat	2,240	cu.yd.	3.50	7,840.00
RC-250 Asphalt in Prime Coat	346	ton	43.00	14,878.00
RS-1 Asphalt in Tack Coat	36	ton	50.00	1,800.00
Class "B" Asphalt Concrete Mixture	151,040	ton	3.70	558,848.00
Asphalt Cement in Mixture	8,368	ton	30.00	251,040.00
Class "A" Concrete	130	cu.yd.	75.00	9,750.00
Metal Reinforcement	25,000	lb.	0.15	3,750.00
Paving Box Culvert Inverts	All Required			1,800.00
Reinforced Ditch Lining	200	sq.yd.	10.00	2,000.00
Construct Scale Pits and Approach Slabs	All Required			10,000.00
Loose Riprap	210	cu.yd.	5.00	1,050.00
Salvage and Reinstall Welded Steel Pipe	All Required			1,000.00
Temporary Drainage Structure, Station 654+30	All Required			500.00
18-inch Culvert Pipe	1,400	lin.ft.	5.20	7,280.00
24-inch Culvert Pipe	300	lin.ft.	7.50	2,250.00
30-inch Culvert Pipe	66	lin.ft.	10.15	669.90
36-inch Culvert Pipe	200	lin.ft.	12.00	2,400.00
66-inch Culvert Pipe	200	lin.ft.	31.00	6,200.00
78-inch Culvert Pipe	220	lin.ft.	43.00	9,460.00
6-inch Drain Pipe	1,250	lin.ft.	1.70	2,125.00
8-inch Drain Pipe	2,260	lin.ft.	2.50	5,650.00
18-inch Drain Pipe	440	lin.ft.	5.20	2,288.00
Extra for Pipe under Railroad	All Required			3,000.00

18-inch Culvert End Sections	8 only	$ 40.00	$ 320.00
24-inch Culvert End Sections	1 only	50.00	50.00
Concrete Manholes	2 only	400.00	800.00
Concrete Inlets, Type C-1	1 only	200.00	200.00
Concrete Inlets, Type C-2M	3 only	200.00	600.00
Corrugated Metal Catch Inlets	4 only	75.00	300.00
Concrete Curbs	190 cu.yd.	45.00	8,550.00
9-inch Concrete Surfacing	230 sq.yd.	10.00	2,300.00
Extra for A.C. Concrete Approaches	18 only	40.00	720.00
Extra for A.C. Concrete Walks	240 sq.yd.	3.00	720.00
Extra for A.C. Concrete Curbs	2,590 lin.ft.	0.75	1,942.50
Guide Posts, W-1	540 only	7.20	3,888.00
Guide Posts, Y-2	330 only	8.25	2,722.50
Guide Posts, Y-3	10 only	10.30	103.00
Guard Rail	78,000 lin.ft.	2.40	187,200.00
Median Barrier	72,400 lin.ft.	3.75	271,500.00
Rail End Pieces	120 only	5.15	618.00
Guard Rail Blocks	5,700 only	2.05	11,685.00
Extra Guard Rail Posts	230 only	10.30	2,369.00
Extra for Painting Rails	142,000 lin.ft.	0.11	15,620.00
Salvaging Guard Rail	2,700 lin.ft.	0.52	1,404.00
Salvaging Type 2 Barricade	750 lin.ft.	0.52	390.00
Guard Rail-Salvaged Guard Rail	2,700 lin.ft.	1.00	2,700.00
Guard Rail-Salvaged Barricade	750 lin.ft.	1.00	750.00
Type 1 Fence	22 rod	6.15	135.30
Type 2 Fence	5,600 rod	11.30	63,280.00
20' Type 1 Double Gates	6 only	205.00	1,230.00
20' Type 2 Double Gates	3 only	205.00	615.00
4' Chain-Link Fence	3,100 lin.ft.	1.55	4,805.00
Seeding	16 acre	75.00	1,200.00
Mulching	16 acre	230.00	3,680.00
Grass Seed, Creeping Red Fescue	170 lb.	1.00	170.00
Grass Seed, Chewings Fescue	110 lb.	1.00	110.00
Grass Seed, Perennial Ryegrass	80 lb.	1.00	80.00
Dutch White Clover	50 lb.	1.00	50.00
Inorganic Fertilizer, 10-16-8	500 cwt.	8.25	4,125.00
Fertilizing Existing Slopes	110 acre	60.00	6,600.00
Furnishing Field Laboratory Building	All Required		1,000.00
Signing			
Sign Support Footings	All Required		8,300.00
Pipe Sign Posts	All Required		7,825.00
Single Sign Supports	All Required		12,765.00
Double Sign Supports	All Required		900.00
Structure Mounts	All Required		440.00
Painted Wood Sign Posts	All Required		6,650.00
Type "AA" and "BB" Signs in Place	3,120 sq.ft.	7.15	22,308.00
Type "C" and "D" Signs in Place	1,224 sq.ft.	4.50	5,508.00
Type "E", "F" and "G" Signs in Place	329 sq.ft.	4.75	1,562.75
Type "J" Signs in Place	94 sq.ft.	6.50	611.00
			$3,199,682.45

Flagging (57½% of Contractor's Cost)	All Required	$ 50,000.00
		$ 50,000.00
Utility U.P.R.R. Protective Costs	All Required	$ 20,000.00
		$ 20,000.00
	Subtotal	$3,269,682.45
	10% Engr. & Cont.	326,968.55
	Total	$3,596,651.00

Length of Project - - - - 13.631 Miles
Cost of Roadway Per Mile- $263,858.19

Work Retained in Program Status

Slide Removal	All Required	$ 200,000.00
Fill Warren Creek Channel	All Required	4,000.00
Permanent Striping	All Required	4,600.00
		$ 208,600.00
	10% Engineering	20,800.00
		$ 229,400.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,596,651.00	$3,270,000.00	$ 326,651.00
Subtotal	$3,596,651.00	$3,270,000.00	$ 326,651.00
Retained in Program Status			
Unauthorized Add. Items	$ 229,400.00	$ 211,000.00	$ 18,400.00
Total	$3,826,051.00	$3,481,000.00	$ 345,051.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 549, Laws 1939.

CASCADE LOCKS-MITCHELL POINT SECTION

PROJECT I-SOM-2(35)43

U.P.R.R. Protective Service

Engineer Inspector for 13 months with headquarters in Portland, Oregon

Engineer Inspector @ $730 x 13	$ 9,490.00
Payroll Additives 30%	2,847.00
Total Labor	$12,337.00
Expenses, 13 x 21 x $2.00 per day	$ 546.00
Equipment Rental, 13 x 21 x $9.50 per day	2,593.50
Total Engineering and Inspection Cost	$15,476.50

Flagging crew for 2½ months (50 days) with headquarters in Viento, Ore.

2 Section Laborers, $2.63 per hr. x 8 hrs. x 50 days x 2 men	$2,104.00
1 Section Foreman, $2.94 per hr. x 8 hrs. x 50 days	1,176.00
Overtime 1/2 hr./day/man	
1.5 x 2.63 x 2 x 1/2 x 50	197.25
1.5 x 2.94 x 1/2 x 50	110.25
Subtotal	$ 3,587.50
Payroll Additives 30%	1,076.25
Total Flagging Crew	$ 4,663.75
Total R.R. Protective Costs	$20,140.25
State will pay	$20,000.00

CASCADE LOCKS-MITCHELL POINT

I-80N-2(35)43

State Work

Treated Timber Foot Bridge	All Required		$ 1,200.00
Watering	6 M-gal.	$ 3.00	18.00
3/4" - 0 Material in Base	340 ton	1.60	544.00
Plant-Mix Stone Base	1,530 ton	1.55	2,371.50
3/4" - 0 Aggregate in Prime Coat	20 cu.yd.	3.50	70.00
RC-250 Asphalt in Prime Coat	4 ton	43.00	172.00
Class "B" Asphalt Concrete Mixture	560 ton	3.70	2,072.00
Asphalt Cement in Mixture	32 ton	30.00	960.00
Extra for A.C. Concrete Curbs	610 lin.ft.	0.75	457.50
			$ 7,865.00

Additional Items

Salvage Guide Posts and Guard Rail	All Required	$ 2,500.00
		$10,365.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(35)43

CASCADE LOCKS-MITCHELL POINT SECTION OF THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Revised P.S. & E. Estimate

Salem, Oregon, May 27, 1966

Type Code 6201
Roadway (Sta. 209+50 thru Equa. 613+92.05 = 629+80.30 to Sta. 949+12)

Clearing and Grubbing	All Required		$ 50,000.00
Ditch Excavation, Unclassified	840 cu.yds.	$ 3.50	2,940.00
General Excavation, Unclassified	379,400 cu.yds.	0.75	284,550.00
Embankment in Place	34,300 cu.yds.	1.75	60,025.00
Finishing Roadbed and Slopes	All Required		5,000.00
Rounding Cutbanks	3,000 lin.ft.	0.25	750.00
Trench Excavation	4,400 cu.yds.	4.50	19,800.00
Special Backfill in Drains	1,060 cu.yds.	7.00	7,420.00
General Backfill in Drainage Tunnels	880 cu.yds.	12.00	10,560.00
Watering	1,900 M-gals.	3.50	6,650.00
Preparation of Old Roadbed	All Required		4,000.00
3/4" - 0 Material in Base	43,000 tons	1.65	70,950.00
Plant-Mix Stone Base	317,000 tons	1.75	554,750.00
Bituminous Base Mixture	115,400 tons	3.65	421,210.00
Asphalt in Bituminous Base	5,200 tons	32.00	166,400.00
3/4" - 0 Aggregate in Prime Coat	2,260 cu.yds.	4.50	10,170.00
RC-250 Asphalt in Prime Coat	350 tons	50.00	17,500.00
RS-1 Asphalt in Tack Coat	36 tons	52.00	1,872.00
Class "B" Asphalt Concrete Mixture	151,600 tons	3.75	568,500.00
Asphalt Cement in Mixture	8,400 tons	32.00	268,800.00
Class "A" Concrete	130 cu.yds.	85.00	11,050.00
Metal Reinforcement	25,000 lbs.	0.15	3,750.00
Paving Box Culvert Inverts	All Required		2,000.00
Reinforced Ditch Lining	200 sq.yds.	8.00	1,600.00
Construct Scale Pits and Approach Slabs	All Required		9,000.00
Loose Riprap	210 cu.yds.	4.50	945.00
Salvage and Reinstall Welded Steel Pipe	All Required		1,000.00
Temporary Drainage Structure, Station 654+30	All Required		2,000.00
18-inch Culvert Pipe	1,400 lin.ft.	5.00	7,000.00
24-inch Culvert Pipe	300 lin.ft.	7.00	2,100.00
30-inch Culvert Pipe	66 lin.ft.	10.00	660.00
36-inch Culvert Pipe	200 lin.ft.	13.00	2,600.00
66-inch Culvert Pipe	200 lin.ft.	40.00	8,000.00
78-inch Culvert Pipe	220 lin.ft.	48.50	10,670.00
6-inch Drain Pipe	1,250 lin.ft.	2.00	2,500.00

8-inch Drain Pipe	2,260 lin.ft.	$ 2.50	$ 5,650.00
18-inch Drain Pipe	440 lin.ft.	5.75	2,530.00
Extra for Pipe Under Railroad	All Required		4,000.00
18-inch Culvert End Sections	8 only	40.00	320.00
24-inch Culvert End Sections	1 only	55.00	55.00
Concrete Manholes	2 only	500.00	1,000.00
Concrete Inlets, Type G-1	1 only	125.00	125.00
Concrete Inlets, Type G-2M	3 only	175.00	525.00
Corrugated Metal Catch Inlets	4 only	100.00	400.00
Concrete Curbs	190 cu.yds.	55.00	10,450.00
9-inch Concrete Surfacing	230 sq.yds.	9.00	2,070.00
Extra for A.C. Concrete Approaches	18 only	40.00	720.00
Extra for A.C. Concrete Walks	240 sq.yds.	1.50	360.00
Extra for A.C. Concrete Curbs	3,200 lin.ft.	1.00	3,200.00
Guide Posts, W-1	540 only	8.00	4,320.00
Guide Posts, Y-2	330 only	8.50	2,805.00
Guide Posts, Y-3	10 only	9.00	90.00
Guard Rail	78,000 lin.ft.	2.50	195,000.00
Median Barrier	72,400 lin.ft.	3.75	271,500.00
Rail End Pieces	120 only	5.00	600.00
Guard Rail Blocks	5,700 only	1.75	9,975.00
Extra Guard Rail Posts	230 only	10.00	2,300.00
Extra for Painting Rails	142,000 lin.ft.	0.15	21,300.00
Salvaging Guard Rail	2,700 lin.ft.	1.00	2,700.00
Salvaging Type 2 Barricade	750 lin.ft.	1.00	750.00
Guard Rail-Salvaged Guard Rail	2,700 lin.ft.	1.25	3,375.00
Guard Rail-Salvaged Barricade	750 lin.ft.	1.50	1,125.00
Type 1 Fence	22 rods	8.00	176.00
Type 2 Fence	5,600 rods	10.00	56,000.00
20' Type 1 Double Gates	6 only	150.00	900.00
20' Type 2 Double Gates	3 only	200.00	600.00
4' Chain-Link Fence	3,100 lin.ft.	1.75	5,425.00
Seeding	16 acres	125.00	2,000.00
Mulching	16 acres	200.00	3,200.00
Grass Seed, Creeping Red Fescue	170 lbs.	1.00	170.00
Grass Seed, Chewings Fescue	110 lbs.	1.00	110.00
Grass Seed, Perennial Ryegrass	80 lbs.	1.00	80.00
Dutch White Clover	50 lbs.	1.00	50.00
Inorganic Fertilizer, 10-16-8	500 cwt.	6.00	3,000.00
Fertilizing Existing Slopes	110 acres	100.00	11,000.00
Furnishing Field Laboratory Building	All Required		500.00
Signing	All Required		5,200.00
Sign Support Footings	All Required		8,700.00
Pipe Sign Posts	All Required		10,750.00
Single Sign Supports	All Required		850.00
Double Sign Supports	All Required		250.00
Structure Mounts	All Required		4,760.00
Painted Wood Sign Posts			

Type "A" and "B" Signs in Place	3,120 sq.ft.	$ 7.50	$ 23,400.00
Type "C" and "D" Signs in Place	1,224 sq.ft.	4.50	5,508.00
Type "E", "F" and "G" Signs in Place	329 sq.ft.	5.00	1,645.00
Type "F" Signs in Place	94 sq.ft.	6.50	611.00
			$3,238,852.00
Flagging (57½ of Contractor's Cost)	All Required		$ 50,000.00
Slide Removal	All Required		200,000.00
Fill Warren Creek Channel	All Required		4,000.00
Permanent Striping	All Required		4,600.00
			$ 258,600.00
Utilities			
U.P.R.R. Protective Costs	All Required		$ 20,000.00
			$ 20,000.00
	Subtotal		$3,567,452.00
	10% Engr. & Cont.		356,745.00
	Total		$3,924,197.00

Length of Project - - - - - - - - - - - - - - - 13.631 Miles
Cost of Roadway Per Mile - - - - - - - - - - $287,837.63

Federal Funds -	$3,611,000.00
State Funds -	313,197.00
Total	$3,924,197.00

CASCADE LOCKS-MITCHELL POINT SECTION

PROJECT I-80N-2(35)43

U.P.R.R. Protective Service

Engineer Inspector for 13 months with headquarters in Portland, Oregon

Engineer Inspector @ $730 x 13 =	$ 9,490.00
Payroll Additives 30% =	2,847.00
Total Labor	$12,337.00
Expenses, 13 x 21 x $2.00 per day =	$ 546.00
	2,593.50
Total Engineering & Inspection Cost	$15,476.50

Flagging Crew for 2½ months (50 days) with headquarters in Vienta, Ore.

2 Section Labors, $2.63 per hr. x 8 hrs. x 50 days x 2 men =	$ 2,104.00
1 Section Foreman, $2.94 per hr. x 8 hrs. x 50 days =	1,176.00
Overtime ½ hr./day/man:	
1.5 x 2.63 x 2 x ½ x 50 =	197.25
1.5 x 2.94 x ½ x 50 =	110.25
Subtotal	$ 3,587.50
Payroll Additives 30%	1,076.25
Total Flagging Crew	$ 4,663.75
Total R.R. Protective Costs	$20,140.25
State Will Pay	$20,000.00

CASCADE LOCKS-MITCHELL POINT

I-80N-2(35)43

State Work

Treated Timber Foot Bridge	All Required	$4,000.00
	Subtotal	$4,000.00
Salvage Guide Posts & Guard Rail	All Required"	$2,500.00
	Subtotal	$2,500.00
	Total	$6,500.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(35)43

CASCADE LOCKS-MITCHELL POINT SECTION

OF THE COLUMBIA RIVER HWY. IN HOOD RIVER COUNTY

P.S. & E. Estimate.

Salem, Oregon, May 13, 1966

Type Code 6201
Roadway (Sta. 209+50 Thru Equa. 613+92.05 = 629+80.30 to Sta. 949+12)

Clearing and Grubbing	All Required			$ 50,000.00
Ditch Excavation, Unclassified	840	cu.yd.	$ 3.50	2,940.00
General Excavation, Unclassified	379,400	cu.yd.	0.75	284,550.00
Embankment in Place	34,300	cu.yd.	1.75	60,025.00
Finishing Roadbed and Slopes	All Required			5,000.00
Rounding Cutbanks	3,000	lin.ft.	0.25	750.00
Trench Excavation	4,400	cu.yd.	4.50	19,800.00
Special Backfill in Drains	1,060	cu.yd.	7.00	7,420.00
General Backfill in Drainage Tunnels	880	cu.yd.	12.00	10,560.00
Watering	1,900	M-gal.	3.50	6,650.00
Preparation of Old Roadbed	All Required			4,000.00
3/4" - 0 Material in Base	43,000	ton	1.65	70,950.00
Plant-Mix Stone Base	317,000	ton	1.75	554,750.00
Bituminous Base Mixture	115,400	ton	3.65	421,210.00
Asphalt in Bituminous Base	5,200	ton	32.00	166,400.00
3/4" - 0 Aggregate in Prime Coat	2,260	cu.yd.	4.50	10,170.00
RC-250 Asphalt in Prime Coat	350	ton	50.00	17,500.00
RS-1 Asphalt in Tack Coat	36	ton	52.00	1,872.00
Class "B" Asphalt Concrete Mixture	151,600	ton	3.75	568,500.00
Asphalt Cement in Mixture	8,400	ton	32.00	268,800.00
Class "A" Concrete	130	cu.yd.	85.00	11,050.00
Metal Reinforcement	25,000	lb.	0.15	3,750.00
Paving Box Culvert Inverts	All Required			2,000.00
Reinforced Ditch Lining	200	sq.yd.	8.00	1,600.00
Construct Scale Pits and Approach Slabs	All Required			9,000.00
Loose Riprap	210	cu.yd.	4.50	945.00
Salvage and Reinstall Welded Steel Pipe	All Required			1,000.00
Temporary Drainage Structure, Station 654+30	All Required			2,000.00
18-inch Culvert Pipe	1,400	lin.ft.	5.00	7,000.00
24-inch Culvert Pipe	300	lin.ft.	7.00	2,100.00
30-inch Culvert Pipe	66	lin.ft.	10.00	660.00
36-inch Culvert Pipe	200	lin.ft.	13.00	2,600.00
66-inch Culvert Pipe	200	lin.ft.	40.00	8,000.00
78-inch Culvert Pipe	220	lin.ft.	48.50	10,670.00
6-inch Drain Pipe	1,250	lin.ft.	2.00	2,500.00
8-inch Drain Pipe	2,260	lin.ft.	2.50	5,650.00
18-inch Drain Pipe	440	lin.ft.	5.75	2,530.00
Extra for Pipe Under Railroad	All Required			4,000.00
18-inch Culvert End Sections	8	only	40.00	320.00
24-inch Culvert End Sections	1	only	55.00	55.00
Concrete Manholes	2	only	500.00	1,000.00
Concrete Inlets, Type G-1	1	only	125.00	125.00
Concrete Inlets, Type G-2M	3	only	175.00	525.00

Corrugated Metal Catch Inlets	4 only	$100.00	$ 400.00
Concrete Curbs	130 cu.yd.	55.00	7,150.00
9-inch Concrete Surfacing	230 sq.yd.	9.00	2,070.00
Extra for A.C. Concrete Approaches	18 only	40.00	720.00
Extra for A.C. Concrete Walks	240 sq.yd.	1.50	360.00
Extra for A.C. Concrete Curbs	3,200 lin.ft.	1.00	3,200.00
Guide Posts, W-1	540 only	8.00	4,320.00
Guide Posts, Y-2	330 only	8.50	2,805.00
Guide Posts, Y-3	10 only	9.00	90.00
Guard Rail	81,000 lin.ft.	2.50	202,500.00
Median Barrier	72,400 lin.ft.	3.75	271,500.00
Rail End Pieces	120 only	5.00	600.00
Guard Rail Blocks	5,700 only	1.75	9,975.00
Extra Guard Rail Posts	230 only	10.00	2,300.00
Extra for Painting Rails	142,000 lin.ft.	0.15	21,300.00
Extra for Blocks on Bin Walls	290 only	7.50	2,175.00
Salvaging Guard Rail	3,000 lin.ft.	1.00	3,000.00
Salvaging Type 2 Barricade	650 lin.ft.	1.00	650.00
Guard Rail-Salvaged Guard Rail	3,000 lin.ft.	1.25	3,750.00
Guard Rail-Salvaged Barricade	650 lin.ft.	1.50	975.00
Type 1 Fence	22 rod	8.00	176.00
Type 2 Fence	5,600 rod	10.00	56,000.00
20' Type 1 Double Gates	6 only	150.00	900.00
20' Type 2 Double Gates	2 only	200.00	400.00
4' Chain-Link Fence	3,100 lin.ft.	1.75	5,425.00
Seeding	16 acre	125.00	2,000.00
Mulching	16 acre	200.00	3,200.00
Grass Seed, Creeping Red Fescue	170 lb.	1.00	170.00
Grass Seed, Chewings Fescue	110 lb.	1.00	110.00
Grass Seed, Perennial Ryegrass	80 lb.	1.00	80.00
Dutch White Clover	50 lb.	1.00	50.00
Inorganic Fertilizer, 10-16-8	500 cwt.	6.00	3,000.00
Fertilizing Existing Slopes	110 acre	100.00	11,000.00
Furnishing Field Laboratory Building	All Required		500.00
Signing			
Sign Support Footings	All Required		5,200.00
Pipe Sign Posts	All Required		9,250.00
Single Sign Supports	All Required		10,000.00
Double Sign Supports	All Required		850.00
Structure Mounts	All Required		150.00
Painted Wood Sign Posts	All Required		3,350.00
Type "AA" and "BB" Signs in Place	3,120 sq.ft.	6.75	21,060.00
Type "C" and "D" Signs in Place	1,224 sq.ft.	3.50	4,284.00
Type "E", "F" and "G" Signs in Place	329 sq.ft.	4.00	1,316.00
Type "U" Signs in Place	94 sq.ft.	5.00	470.00
			$3,289,708.00
Flagging (57½ of Contractor's Cost)	All Required		$ 50,000.00
Slide Removal	All Required		200,000.00

Fill Warren Creek Channel	All Required	$ 4,000.00
Permanent Striping	All Required	4,600.00
		$ 258,600.00
Utilities		
U.P.R.R. Protective Costs	All Required	$ 20,000.00
		$ 20,000.00
	Subtotal	$3,568,308.00
	10% Engr. & Cont.	356,830.00
	Total	$3,925,138.00

Length of Project - - - - - 13.631 Miles
Cost of Roadway Per Mile- - $287,956.72

Federal Funds -	$3,611,000.00
State Funds -	314,138.00
Total	$3,925,138.00

CASCADE LOCKS-MITCHELL POINT SECTION

PROJECT I-SON-2(35)43

U.P.R.R. Protective Service

Engineer Inspector for 13 months with headquarters in Portland, Oregon

Engineer Inspector @ $730 x 13 =	$ 9,490.00
Payroll Additives 30%	2,847.00
Total Labor	$12,337.00
Expenses, 13 x 21 x $2.00 per day =	$ 546.00
Equipment Rental, 13 x 21 x $9.50 per day =	2,593.50
Total Engineering and Inspection Cost	$15,476.50

Flagging Crew for 2-1/2 months (50 days) with headquarters in Viento, Oregon

2 Section Laborers, $2.63 per hr. x 8 hrs. x 50 days x 2 men	$ 2,104.00
1 Section Foreman, $2.94 per hr. x 8 hrs. x 50 days =	1,176.00
Overtime 1/2 hr./day 1 man	
1.5 x 2.63 x 2 x 1/2 x 50 =	197.25
1.5 x 2.94 x 1/2 x 50 =	110.25
Subtotal	$ 3,587.50
Payroll Additives 30%	1,076.25
Total Flagging Crew	$ 4,663.75
Total R.R. Protective Costs	$20,140.25
State Will Pay	$20,000.00

CASCADE LOCKS-MITCHELL POINT

I-80N-2(35)43

State Work

Treated Timber Foot Bridge	All Required	$4,000.00
	Subtotal	$4,000.00
Salvage Guide Posts & Guard Rail	All Required	$2,500.00
		$2,500.00
	Total	$6,500.00

RECEIVED
OCT 14 1968

OREGON STATE HIGHWAY DEPARTMENT

I-ON-3(35)43
4858

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 10, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

RE: Extraordinary Maintenance
Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County
YOUR FILE: D 315-2-8

Gentlemen:

This is to acknowledge the receipt of your bill in the amount of $3,091.64 submitted with your letter of September 30, 1968, covering extraordinary track maintenance between Railroad M.P. 47.60 and 48.20 east of Cascade Locks.

This is to advise that before this bill can be paid we must resolve the question raised in my letter of August 12, 1968 regarding the scope of the project set forth in the Railroad-State Agreement dated June 10, 1963.

Upon resolution of this question, the bill will be processed for payment.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss:fw
bc: R. E. Simpson
F. B. Klaboe
L. H. Young
C. H. Maison - w/copy of UPRR ltr & 7 copies of bill
G. L. Decker
F. W. Yarbrough
L. W. Rulien
G. A. Starkey
Jack Hesla
Jess Jones

RECEIVED
OCT 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 - 1968
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

STATE OF OREGON 1859
E 80N-2(35)43
6258

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 2, 1968

MISC. CONTRACTS and AGREEMENTS No. 3567

City of Cascade Locks
Cascade Locks,
Oregon 97014

ATTENTION: Mr. R. L. Rombalski
City Business Manager

Re: Power Service Agreement for
Eastbound (Wyeth) Scale Site
Cascade Locks - Mitchell Point Section
Columbia River Highway
Hood River County

Gentlemen:

Reference is made to your letter dated September 20, 1968, which reduced the minimum service charge from $40.00 per month to $20.00 per month.

Please be advised that the State will consider the City's letter as an amendment to the agreement between the State and the City of Cascade Locks, dated June 10, 1968. We will consider the reduced minimum service charge of $20.00 per month to be in effect until such time as more electrical equipment is installed.

Your attention to this matter is greatly appreciated. Should further information or assistance be required, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: Tom Edwards
L. W. Rulien
G. W. Ross
G. A. Starkey
R. H. Rumbolz
Gen Files

NOTED
TOM EDWARDS

RECEIVED
OCT 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

[redacted]
Recorder-Treasurer

CITY OF CASCADE LOCKS

CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

[redacted]
City Administrator

September 20, 1968

T. W. Litchfield
Utilities Liason Engineer
Oregon State Highway Department
Salem, Oregon

Electric Service to Wyeth Weigh Scales Interstate 80N, Contract No. 6858

The contract minimum of $40.00 per month was arrived at as a result of a meeting on September 29, 1967 with Illumination Engineer, Mr. Bailey. Based upon the projected load the monthly bill would have exceeded $40.00. However, the actual installation of electrical equipment has not equaled that as originally anticipated. Therefore the monthly minimum is hereby reduced to $20.00 until such time as additional electrical equipment is installed.

Thank you for your inquiry into the matter. Should you have any additional question, please feel free to contact me.

Sincerely,

Ronald Rombalski
Ronald Rombalski
City Administrator

RR:dh

cc: Tom Edwards
L.W. Rulien
G.W. Ross
G.A Starkey
R. H. Rombolz
Gen Files

Routing

	Morgan		Penn
	Decker		Mc Neale
	Bond		Trout
	Barbee		Scott
	Walker		Mills
	Olson		Underhill
	Swan		Otto

RECEIVED
[redacted]
CONSTRUCTION
DIVISION

RECEIVED
AUG 19 1968
FOR FILING
MN-2(25)43
6858
W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

July 26, 1968
D 315 - 2 - 8

Routing
Morgan
Decker
Bond
Barbee
Walker
Olson
Peasc
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 1968
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County

Reference is made to your letter of June 25 concerning establishing for the record beginning of the two-year and five-year periods set forth in Section 6(b), 7(c), and 7(d) of agreement with Union Pacific Railroad Company dated June 10, 1963 covering railroad and highway relocations east of Cascade Locks, Oregon in connection with the above-named section of interstate highway.

This is to confirm that the dates of March 28, 1967 and January 22, 1968 fixed for beginning of the five-year and two-year periods respectively are satisfactory to my Company.

It is understood that the State will repair damage to railroad facilities and appurtenances and install necessary drainage facilities as required by slides and other disturbances during the two-year period in a manner satisfactory to the Railroad in accordance with the agreement.

Very truly yours,

W. G. Johnson
JJ 83 2

Copies to:
RE Simpson
FB Klauce
LH Young
FD Morgan
GL Decker
FW Yarbrough
LW Rolien
GA Starkey
Jack Hosen

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
REDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
JUN 28 1968

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 25, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Extraordinary Maintenance
Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County
YOUR FILE: D 315-2-8

Gentlemen:

In the Railroad-State Agreement dated June 10, 1963, covering the above-captioned section, the State is obligated to bear the expense of certain extraordinary maintenance costs after the completion of the construction of the project. The purpose of this letter is to establish, for the record, the beginning of the two-year and five-year periods set forth in Section 6 (b), 7 (c), and 7 (d) of the agreement.

Sections 6 (b) and 7 (d) set forth the priod of two years following the completion of the project. Our last contract on this section, Contract No. 6858, was completed on January 22, 1968. Therefore, that date marks the beginning of the two-year period mentioned in Sections 6 (b) and 7 (d) of the Agreement.

Section 7 (c) provides for the State to bear the expense of extraordinary maintenance to Railroad Relocation "A" for a period of five years following the completion of the relocation of railroad facilities. Inasmuch as this section of track was opened to rail traffic on March 28, 1967, that date establishes the beginning of the five-year period.

Your reply to confirm these dates is requested.

Very truly yours,

F. B. KLABOE
NOTED

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: R. E. Simpson
F. B. Klaboe
L. H. Young
C. H. Maison
G. L. Decker
F. W. Yarbrough
L. W. Rulien
Jack Hesla
G. A. Starkey

RECEIVED
JUN 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(35)43 C

FORM E-1 (REV 12-64) 6858

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Cascade Locks--Mitchell Point	WEEK ENDING: June 15, 1968
		SECTION PREFIX: 614-1063
	HIGHWAY: Columbia River	COUNTY: Hood River
NAME OF JOB: Cascade Locks--Mitchell Point	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Rogers Construction Company	CONTRACT NUMBER: 6858	FEDERAL AID PROJECT NUMBER: I-80N-2(35)43
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: September 16, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN _____ SUPERVISION _____	SPECIFIED WORK DAYS: 60 (time ext.)	WORK DAYS USED: 28
	SPECIFIED CALENDAR DAYS: 460	CALENDAR DAYS USED: 460
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: work - 47 calendar - 100
PROJECT AUTHORIZATION: $ 4,242,906.07		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 3,873,814.27	ENGINEERING AUTHORIZATION: $ 369,091.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,882,200.00	ENGINEERING COST TO DATE: $ 381,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN: 0.2 %	PERCENT OF AUTHORIZATION: 103 %	DATE PROJECT WAS COMPLETED: January 22, 1968

Semi-Final Estimate was submitted April 5, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	SIGNING	
	100%	100%	100%	100%	100%		100%	
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				2.74	13.64		13.64	13.64
MILES PARTIALLY COMPLETED								
MILES COMPLETED				2.74	13.64		13.64	13.64
TOTAL ESTIMATED QUANTITIES (CONTRACT)				379,400	360,000		115,400	151,600
TOTAL QUANTITIES CORRECTED TO DATE				390,320	371,530		131,300	155,440
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				390,320	371,530		131,300	155,440
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Cloudy			
TUESDAY	Showers			
WEDNESDAY	Cloudy			
THURSDAY	Rain			
FRIDAY	Clear			
SATURDAY				

Routing
Bond Scott
Walker Wi
Glenn Litchfield
Swan Olson

RECEIVED
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Horizontal drilling at Fountain Slide was completed Monday. Tuesday, drill crew began working with exploratory drilling crew on Prefix 614-1075.

Electrical work at Eastbound Scales completed last week.

This will be the last weekly report on this project.

SIGNED _____ LOCATION Tigard

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 9 - 1968
FOR FILING

I-91N-3(25)43

6458

June 11, 1968

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Attention: Mr. Alan S. Tierney
Attorney

Gentlemen:

Thank you for your letter of June 7 to Mr. Porter releasing final payment on Contract 6898 awarded to Rogers Construction Company for work on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County. This contract was completed on January 22, 1968, and accepted by the Highway Commission on June 6, 1968.

Final payment in the amount of $199,998.16 will be released to the contractor as soon as the check can be prepared. The total contract amount is $3,822,676.73 including $203,977.42 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Pallett, Fisher & Carlo, Inc.
1001 U. S. National Bank Building
Portland, Oregon 97204

Rogers Construction Company
P. O. Box 16537
Portland, Oregon 97216

Mr. E. L. Porter
Mr. F. B. Klaboe
Mr. L. H. Young
Mr. C. H. Maison
Attn: John Herr

FORM E-20 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1968

SUBJECT: Contract No. 6858
Cascade Locks-Mitchell Point
Contract Acceptance

To:
Mr. Floyd Query
Secretary

B u i l d i n g

Telephonic acceptance of Contract No. 6858 was obtained from Mr. Jackson, State Highway Commission Chairman, effective June 6, 1968.

Please arrange for this matter to be placed on the agenda for confirmation at the July 9 meeting.

L. H. Young
Office Engineer

VG:ia

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison

RECEIVED
JUN 5 - 1968
FOR FILING

I-1/N-2(3:1)43
6X-9

June 4, 1968

Huotte Machine Shop
Six Oak Street
Hood River, Oregon

Attention: Mr. J. W. Schlosser

Gentlemen:

Our Construction Division has forwarded to us a copy of your letter dated April 3, 1968, addressed to Mr. Glenn Starkey stating that McWaters Construction Company, subcontractor, owes you $124.36 for a transmission shaft.

This appears to be in reference to the Rogers Construction Company Contract No. 6858 for grading, paving, and signing on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County. This contract was completed January 22, 1968, but has not yet been accepted by the State Highway Commission.

The Fidelity and Casualty Company of New York through Pallett, Fisher & Carlo, Inc., 1001 US National Bank Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. A claim may be filed at any time. Attached are excerpts from the Oregon laws outlining the filing procedure.

We will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:gc

Att.

cc: Fidelity and Casualty Company of New York
Pallett, Fisher & Carlo, Inc.
Rogers Construction Company
L. W. Rulien
John Bond
Glenn A. Starkey

OREGON STATE HIGHWAY DEPARTMENT

TO: L W. Rulien

SUBJECT: Cascade Locks - Mitchell Pt. Rogers Contract 4658

FROM: GA Starkey

DATE: 5-22-68

Herewith is my letter of April 5, 1968 & copies of claim letter from Huotte machine Shop.

A check with Mr. Schlosser on May 20, 1968 reveals that McWaters has not paid the bill. I imagine we are nearing final payment on this project.

6

(SIGNATURE)

PLEASE REPLY HERE

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

FORM E-30 80M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tigard 97223
April 5, 1968

To: L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

SUBJECT: Cascade Locks--Mitchell Point
Columbia River Highway
Rogers Construction Company
Contract 6858

Herewith is a letter from Huotte Machine Shop in Hood River making claims in the amount of $124.36 for work performed on McWaters Construction Company's equipment used on the project.

Please advise as I have not answered the letter. McWaters was the sub-contractor on guard rail.

Glenn A. Starkey
Resident Engineer

Return this to Starkey
Rogers was going to contact McWaters relative to this - p/s check with Ruelle and if it's not paid in reasonable time resubmit

Talked to Schlosser 4-23-68 requested he notify me when payment is made
GAS

DE	ADE	ADE	OE
☐	☐	☐	☑

APR 8 1968

TE	UE	DES
☐	☐	☐

Fig 19

I-80N-2(35) Cascade Locks-Mitchell 1966
43 Pt. Sec., Col. R. Hwy. (Grad.,
#6858 pav. & sign.) Folder #1

RR-619

RECEIVED
MAY 17 1968
FOR FILING

[redacted]

[redacted] Portland

I-80N-2(35)13
6854

May 16, 1968

Ingore Construction Co.
11760 N.E. Glisan St.
Portland, Oregon 97220

Contract 6854
Project 614-1063
FAP I-80N-2(35)13

Gentlemen:

The Bureau of Public Roads has made the final inspection of work performed under Contract No. 6854, Cascade Locks-Hitchell Point Section of the Columbia River Highway in Hood River County.

The contract work has been completed to the satisfaction of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Wiver
cc: R. L. Porter
C. H. Malsom
F. D. Morgan
L. H. Young

RECEIVED
MAY 16 1968
UNITED STATES GOVERNMENT

Memorandum

I-80N-2(35)47
6858

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: May 10, 1968

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(35)47
Cascade Locks - Mitchell Point Section
Columbia River Highway

Your letter of April 29, 1968 outlined the procedures used in the restoration of the water system of Viento State Park. The basis for determination of the cost of replacing in kind is considered appropriate, inasmuch as the cost is limited to the previously approved cost as set forth in the contract.

As an aid to completion of the contract, approval of cancellation of the work and replacement by State forces was given by the area engineer; consequently the cost is limited to the previous estimate of $5,443, even though additional costs were incurred.

NOTED
F. B. KLABOE

5-15-68

REFERRED TO
Morgan Young Marion
By Asst. State Hwy. Engr.

RECEIVED
MAY 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DEPARTMENT
HI APR 29 1968
FOR FILING
I-80N-2(35)43
6858

April 29, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Cascade Locks-Mitchell Point, Columbia River Highway, Contract No. 6858, Project No. I-80N-2(35)43

Under the previous grading project No. I-80N-2(9)43 (Contract No. 6541), the water system at the Viento State Park was to have been revised. Because of an imbalance of earthwork materials, it was necessary to leave a part of the excavation in the vicinity of the state park. This remaining excavation was to be removed by the surfacing contractor.

This excavation was in the area where the existing water line was located so this work also was postponed. During this project, it was determined that the original source would be inadequate to supply the needs of the revised water system. An adequate alternate source was subsequently located. The work involved in connecting to this source and constructing the pipeline to a reservoir is quite specialized and does not lend itself to being done by regular contract. For this reason, the Area Engineer indicated on April 12, 1967, that the Bureau of Public Roads would participate in this water system work to be done by State Forces. Participation would be limited to the estimated cost of restoring the existing system to its original source.

Attached is a copy of a letter from our Resident Engineer which includes an estimate for this restoration work ($5,343). Also attached is a copy of Sheet 20 showing the work necessary to restore the existing system to the original source. On the basis of the prior approval given by the Area Engineer, work has been completed on the establishment of a new water system and reservoir connected to the alternate source.

This work was accomplished by our State Parks Division whose personnel were not familiar with Federal Aid procedures and, therefore, neglected to confirm the verbal approval by your Area Engineer. We request that the requirement of physical approval of a State Force Order by your office be waived in this instance. The costs for this work are as follows:

Labor	$2,039.02
Equipment	286.80
Materials	5,342.48
Total	$7,668.30

Source documents to support these costs are available in the Highway Department's records.

We request your participation in the portion of this cost equivalent to what the Federal participation would have been in restoration of the original water system or $4,929.45. Upon receipt of your approval, we will make appropriate transfers of funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
Lloyd P. Shaw
F. D. Morgan
L. H. Young - Enc.
C. H. Maison
Warren Gaskill
L. W. Rullen
G. A. Starkey

DES:nn srb

FORM S-20 DOM 1-66 SP*0220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
April 7, 1967

SUBJECT: Water System (Viento)
Cascade Locks - Mitchell Point
Rogers Construction Company
Contract # 6858

To: L. N. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

L

Attention: Mr. Keasey

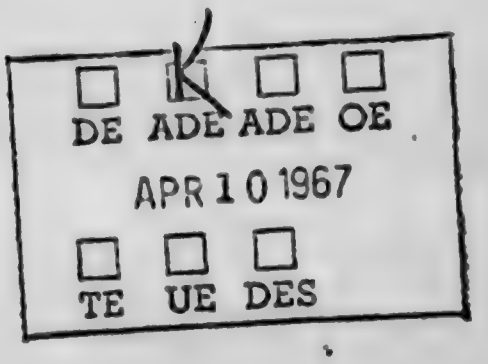
Grading of Viento Interchange, which runs through Viento State Park, involved extensive disturbance to the water system which was to be relocated under the grading contract, # 6541. (See sheet 23A of those plans).

Due to an unbalance of earthwork materials it was necessary to leave part of the excavation in the vicinity of station 775 right, to be removed by the surfacing contractor. The water line was, therefor, also eliminated and the work is now to be done by the surfacing contractor. Completion of the water line to connect to the original source is scheduled to be performed as extra work.

Recent investigation reveals that the original source located right of station 770 ± is inadaquate. A more suitable source has been located which would allow the Parks Department to take advantage of an existing abandoned 3½ inch water line. Warren Gaskill of the Parks Department has reviewed the system and indicates that they want to develope this old system and install a large reservoir.

Mr. Grafe of B.P.R. indicated that they will consider transfering funds in the amount which they are obligated in restoration of the original system where disturbed by construction. He indicated that this money could be used to improve the revised system by state forces if desired.

Enclosed is a sketch showing the work necessary to restore the existing system to the original scurce. Attention is directed to the pump house and booster pump which was disturbed by construction. This pump was salvaged by maintenance personnel and is in storage at Viento Park.



The following is a cost estimate for restoring the old system:

Install 2" Gal. Steel Water Pipe,	1,596 lin.ft. at $2.00 - -	$ 3,192.00
Install 1½" " " " "	252 lin.ft. at $1.50 - -	378.00
Install 1" " " " "	588 lin.ft. at $1.00 - -	588.00
Install 2" Gate Valve	1 ea. at $50.00 - - - - - - - - - - - -	50.00
Install 1½" " "	2 ea. at $30.00 - - - - - - - - - - - -	60.00
Install 1" " "	3 ea. at $25.00 - - - - - - - - - - - -	75.00
Construct Pump House, Wire and Plumb Salvaged 2" Pump - - - -		1,000.00
	TOTAL	$ 5,343.00

Mr. Gaskill indicates that the Parks Department could perform the work on the revised system.

Glenn A. Starkey
Resident Engineer

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-80N-2(35)43

6858

April 22, 1968

Salem, Oregon

To: MEMO TO THE FILES

SUBJECT: Obligations of State to Union Pacific Railroad Company
Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County

The agreement with the Union Pacific Railroad Company dated June 10, 1963, which provided for the construction of the above-captioned project, contains certain provisions requiring the State to bear certain costs beyond the completion date of the project:

> Section 6 (b) provides: "In the said improvement and relocation of the highway and appurtenances thereof, the State shall, also at its own expense and without expense to the Railroads construct ~~the~~ necessary and proper water and drainage facilities, including but not limited to conduits under the highway at Wyeth and Beacon Rock to accommodate existing water and drainage pipe lines, and culverts under the highway at Wyeth and Lindsey Creek to bridge existing flumes. Said drainage facilities shall be in all respects adequate to preserve the stability of the ground underlying the highway and underlying the railroad property and facilities as now located or as hereafter located. If at any time within two (2) years after completion of the project, experience indicates that the drainage facilities constructed by the State are not adequate for such purpose, the State, at its own expense and upon request by the Railroads, shall construct such additional facilities as are required. In the performance of any work contemplated by this paragraph, and in the maintenance of any such facilities, the State shall be granted reasonable access to the Railroads' property located in Lot 3 of the Southwest Quarter (SW 1/4) of Section 34, Township 3 North, Range 8 East of Willamette Meridian (T. 3 N., R. 8 E., W.M.). All water and drainage facilities to be constructed will be coordinated with those of the Railroads so as to provide an unimpeded flow of water and drainage."

NOTED
F.B. KLAB

The completion of the project is considered to be the date on which the last contract was completed. This was contract No. 6858, and was completed on January 22, 1968. The two year period mentioned in the above-quoted paragraph began on that date.

> Section 7 (c) provides: " It is understood and agreed that during a period of five (5) years following completion of the relocation of the railroad facilities in said Ranger Station Section as provided in Section 4 of this agreement, the expense of maintaining the same will be greater than normal because of settlement and subsidence. Therefore the State agrees that during and for said period the State will pay the Railroads the expense of maintaining said relocated facilities (including both the facilities to be constructed by the State and those to be constructed by the Railroads) insofar as said expense exceeds the normal expense experienced by the Railroads with respect to their present railroad facilities in said Ranger Station Section as defined in Section 1 (a) of this agreement."

The railroad opened this section of track to rail traffic on March 28, 1967, and therefore that date establishes the beginning of the five-year period. The railroad's letter of June 21, 1963, a copy of which is attached, sets forth an estimate for their anticipated extraordinary maintenance throughout this section. This has been submitted to the Bureau of Public Roads and has received their approval. We now should prepare a State Force Order and submit this to the Bureau for their approval so that we have the means to pay whatever railroad bills may be chargable to this item.

> Section 7 (d) provides: " It is understood and agreed that, by reason of the work to be performed in connection with the improvement and relocation of the highway, the ground in the territory embraced in the project may be rendered unstable, and that slides and other disturbances may result therefrom. Accordingly, the State, at its own expense, shall repair any damage to the highway and appurtenances thereof caused at any time after completion of the project by such slides or other disturbances. The State shall also, at its own expense, repair any damage to the railroad facilities and appurtenances thereof, caused within two (2) years following the completion of the project by slides or other disturbances, excluding however, disturbances of the relocated railroad embankments and facilities thereon resulting from settlement, wash, sloughing and like causes occurring within the Beacon Rock, Wyeth, Lindsey Creek and Viento sections. After such two-year period, the Railroads shall, at their own expense, repair any such damage to railroad facilities and appurtenances thereof.

The aforementioned date of January 22, 1968, marks the beginning of this period. Any work required by this paragraph and paragraph 6 (b) should be covered by appropriate State Force Orders and approved by the Bureau of Public Roads, inasmuch as these are participating items.

The current drainage problem near Station 429 and the Fountain Slide problem are covered by paragraphs 6 (b) and 7 (d). Any action we propose to to correct the situations should receive prior approval from the Bureau of Public Roads.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
G. L. Decker
F. W. Yarbrough
L. W. Rulien
Jack Hesla
G. Starkey

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JUNE 21, 1963
(File Ref. D 315 - 2 - 8)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

CONSTRUCTION DIVISION
RECEIVED
JUN 25 1963

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of May 31 concerning the extraordinary maintenance provision in agreement later executed June 10, 1963 by the State Highway Commission, covering railroad and highway relocations between Cascade Locks and Viento, Oregon, FAP No. I-80N-2(9)43.

It will be agreeable to our Companies to handle the extraordinary maintenance of the Ranger Station Section along the basis outlined in your letter.

In response to requests made in your letter in items 1 and 2 under "Things to be done by the Railroad," we are attaching a photocopy of our estimate dated June 6, 1963 in amount of $29,670 to cover the anticipated expense of extraordinary maintenance on the Ranger Station railroad line change. From recent actual expenses incurred in this area, we have estimated our average annual maintenance cost to be as follows:

Section Labor	$1,640.
Watchman	2,825.
Material	335.
Total	$4,800.

We presume that the above information will serve the State at this time. If anything else is required, please advise.

Yours very truly,

enc.

Form 30-1 (Last Sheet) 9-58-50M

WORK ORDER AUTHORITY—Detail of Estimated Expenditures

UNION PACIFIC RAILROAD COMPANY SHEET 1 OF 1 SHEETS

Engineering DEPARTMENT Oregon DIVISION June 6 19 63

LOCATION: M.P. 45.3 to M.P. 46.3 - Main Line near Farley, Ore.

DESCRIPTION OF WORK: Line Change No. 1 (Ranger Station)
Furnish labor, material and equipment to perform extraordinary maintenance of relocated railroad facilities for a 5 year period account reconstruction of Columbia River Highway by State of Oregon.

President's No.

State Oregon

Valuation Section No. 2

Department No.

R&E Acct No.	*ITEM	QUANTITY	UNIT	UNIT COST	LABOR	MATERIAL	TOTAL CHARGEABLE TO INVESTMENT ACCOUNT	TOTAL CHARGEABLE TO OPERATING EXPENSES
	Facilities for a 5 year period account reconstruction of Columbia River Highway by State of Oregon.							
Job No. 1	WORK TO BE PERFORMED BY RAILROAD COMPANY AT EXPENSE OF STATE OF OREGON							Other A/R State of Oregon
	Realign and resurface track.				13,390	1200		
	Ballast.	1000	C.Y.	1.80		1800		
	Work Train service.				500	500		
	Labor & material additives.				4355	175		
	Contingencies.				1390	350		
	Total				19635	4025		23,660
2	Repair riprap	1000	C.Y.	4.00	500	3500		
	Work Train service				500	500		
	Labor & material additives.				314	200		
	Contingencies.				96	400		
	Total				1410	4600		6010
	TOTAL	-	-	-	21045	8625		29.670

Total Estimated Expenditure - $ 29,670

Estimated By Asst. to Divn. Engr.
Date June 6, 19 63

Recommended by:

Approved

Division Engineer Superintendent

GMT

*When labor or material is chargeable to both Investment and Operating Expenses show the items separately for each account.

CON BND 100 4-18-69 11/05 AM

BOND

RE UR TT ~~&~~ 82

DRAINAGE ON LOW SPOT INDIAN CREEK FILL DID GET PLUGGED BUT WAS REOPENED AND CHUCK HOLES TAKEN CARE OF. OILED DETOUR IS NOW BEING UTILIZED AS FILL IS RAISED. RESIDENT HAS BEEN INSTRUCTED TO POLICE SIGNING CLOSER. CONTRACTOR HAS STANDARD SIGNS REQUIRED BUT WILL PUT IN ADDITIONAL AT POINTS OF HAZARDS.

SEWER AT ~~BXXK~~ ODELL IS ACTUALLY WATER LINE BEING PLACED UNDER PERMIT BY PRIVATE CONTRACTOR. ROADWAY IS CLEANED UP AFTER WORK DAY IS COMPLETED BUT HAS BEEN BAD DURING DAY. DMS HAS WARNED CONTRACTOR TO BE SURE TO KEEP ROADWAY IN SAFE CONDITION.

OTHER DETOUR MENTIONED WAS BY CITY OFHXXX OF HOOD RIVER FOR SEWER INSTALLATION. NITE WORK WAS NECESSARY TO COMPLETE INSTALLATION SO OPEN TRENCH WOULD NOT BE LEFT OVERNIGHT. WORK HAS BEEN COMPLETED.

WE ARE SORRY BUT A ROAD CANNOT BE REBUILT WITHOUT SOME INCONVENIENCE. TRAVIS WORKS IN THE BRANCH OF LAND SECTION FOR BPA.

J F PUTNAM

FT17/88.

Jack Travis
Bonneville

Klahr
See me please

This letter has been long in coming. I am concerned, like many other people, over the increasing death toll on highways. I am expecially interested from a personal point of view, as you are aware, for five days a week I drive from Hood River to Portland where I work for the Bonneville Power Administration in the Lloyd Center headquarters. I drove the Columbia River Highway during the entire time that the construction was under way, from east of Cascade Locks to Mitchell Point. I am glad that I do not have to look forward to going through such an experience again. Frankly, I feel very fortunate to have come ~~through~~ through it alive. As my co-workers will tell you, I advised them to stay off it at time during ~~our~~ the construction period. I felt that the odds were against me. It was a very dangerous situation.

I took it for granted that the State was protecting its citizens to the best of ~~their~~ its ability. This belief was shattered when the new District Attorney of Hood River County called for a Grand Jury investigation of accidents and deaths on this stretch of the highway, and over night safety measures were adopted that should have been in effect throughout the entire construction period.

Construction practices were revised to give primary consideration to the safety of the motorist and not to expediency of getting the job done. The multidude of worthless and confusing signs was replaced by signs that made sense and carried out the ~~them~~ warnings of State police. ~~When policemen~~ patrolled on a twenty-four hour basis, the speed of ~~the~~ traffic ~~was~~ slowed to with in safety limits. Motorists turned on their lights ~~as~~ and kept them on while driving on the two-way stretchs. It was amazing to me what a great feeling of relief I felt after these actions were taken and how appreciative I was to the district Attorney of Hood River County.

other copies of these 2 letters to Mr Porter 4-16

Ti James is dead 4-16-68

The action of this official of Hood River County started me to turn my thoughts in a new direction and ask myself the question, "Who thinks about the safety of the moterists on the highway?" I recognize the fact that safety programs are conducted for the benefit of the highway workers, contractors, and employees. I reconize the fact that state police are responsible for the apprehension of those drivers who drive too fast or drive too recklessly, but who worries and works for the overall safety of the motorist?

To illustrate my point, let me give a few examples. My friend Darrell Nichols was killed during construction of the stretch of highway to which I have referred. It was not Darrell's fault. The car that ran into Darrell had dropped off the old road with its right wheels and, while endeavoring to get back on the highway, fishtailed and losing control, crashing into Darrell's car coming from the other direction. The fishtailing was caused because highway crews during this particular time were not keeping the shoulders of the old highway up to the level of the blacktop and there was a two or three inch drop from the blacktop to the ground. I found myself in the unfortunate situation several times when approached from the opposite direction by large trucks splashing water which covered my windshield or by motorists who were coming from the opposite direction riding the centerline. I followed cars that had the misfortune to drop off onto the gravel and then fishtail to get back on the blacktop.

Apparently the highway department decided that they would have to maintain the old road during construction and the shoulders were built up again; but for a period of time, that highway was mighty dangerous.

More recently, on the new stretch of highway being built south of Hood River, the rain over the week-end filled a low spot with water on the fill over Indian Creek. Apparently the contractor had not arranged for proper drainage. I met a car in the middle of this fill and my vision was totally obscured when the windshield was covered for several

seconds with muddy water. No construction sign was at either end of the fill to alert motorists to the danger. Later huge potholes appeared and still no warning signs or moves to remedy the situation until Monday morning.

Near Odell the contractor on our sewage line installation left a layer of mud on the highway which, under certain conditions, was "slick as goose grease."

An important correctional sign was knocked down in Hood River county. After five days of seeing it down, I pulled a State officer over to the side of the road and asked him why he had not reported it, since he drove by the sign once or twice each day. He tried to explain to me that it was not his duty. I am afraid I became a little excited in explaining to the young man just what his overall duties were. The sign was replaced the next day.

On the State highways throughout the state, animals are killed: deer, porcupine, skunk, coon, possum, and others. Coming upon these, particularly at night, at the speeds we travel it is dangerous to swerve to avoid them. Yet, no one seems to be responsible for removing them from the highway, let alone removing and burying them. We just keep driving over them until they disintegrate!

On the weekend of April 6 and 7 the contractor building the new highway across Indian Creek just south of Hood River constructed a one-way detour while tearing up the main part of the highway, I presume for a culvert. He had one man standing on something to elevate him in the middle of the detour. The man held one of the octagonal "slow" and "stop" signs in his hand, directing one-way traffic. After dark he was supplied with an extension cord and an electric light bulb. The light was held against the board, I think, on the "stop" side, then reversed periodically to allow the traffic to flow. There was no point designated at which the cars should stop on either end of the detour. At one time during the day the detour was so bad that you couldn't see the flagman. The roadway was later sprinkled.

There is a very weak link in the U.S. Highway 80 North. Some day there is going to be a tragic pile-up, and I can't see how injuries and death can-be avoided. I refer to the half mile in the east-bound lane around the curve of Shellrock Mountain, east of Cascade Locks. The highway curves to the ~~left~~ Right; and, therefore, it is a blind half mile of curve. There is only 30 inches of shoulder for any vehicle in distress to pull off on. Some day conditions are going to be such that it will all add up to terrible tragedy.

I know the geological and financial difficulties of building a highway here with an adequate shoulder, but I hope that this stretch will not be forgotten and that sometime in the future this section may be brought up to par with the rest of your excellent interstate highways.

RECEIVED
APR 17 1968
FOR FILING

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-2(35)43
6858

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 16, 1968

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Location of Locked Gate Accesses
Cascade Locks-Mitchell Point Sec.
Columbia River Highway
Hood River County
Project No. I-80N-2 (35) 43

Dear Sir:

Herewith for your information is a listing, prepared by Mr. Glenn A. Starkey, Resident Engineer, of the authorized locked gate accesses on the subject project. The listing indicates the exact Station at which the gates were constructed, and the ownership of the access.

The listing is being submitted per Mr. Willis R. Grafe's request as documentation of the access adjustments previously approved by Mr. Grafe.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosure

cc: F. B. Klaboe
L. W. Rulien
Glenn A. Starkey
R. H. Rumbolz

NOTED
F. B. KLABOE

RECEIVED
APR 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RALF H. ERLANDSON
ROBERT J. MORGAN
J. GARY McCLAIN

ERLANDSON, MORGAN & McCLAIN
ATTORNEYS AT LAW
1108 MAIN STREET
MILWAUKIE, OREGON 97222

TELEPHONE
654-7722

April 3, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Elliott et al vs. Rogers Construction, et al, Case No. 5987

Dear Mr. Query:

#3140

Enclosed is our check for $13.80 to pay for the Xerox copy of Contract 6858 awarded to Rogers Construction Co. for work on the Cascade Locks-Mitchell Point Section of the Columbia River Highway, which we have received along with your letter of April 2.

We wish to thank you very much for your courtesy and help.

Sincerely,

ERLANDSON, MORGAN & MC CLAIN

Robert J. Morgan

RJM:mj
enc

Request for Outside Billing prepared and fwd. to Acct. Div. with check

NOTED
FLOYD QUERY

RECEIVED
APR 4 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 4 - 1968
FOR FILING

I-ION-2(35)43

6x5r

March 1, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Cascade Locks-Hitchel Point Section
Project No. I-ION-2(35)43
Contract No. 6858

Dear Sir:

We hereby request that the subject project be considered as stage construction to permit the programing of a future FAI slide corrective project to be completed prior to 1972, if it becomes necessary.

A slide area between Station 380 to Station 395 has been active for several years; and, in spite of specialized design and remedial work, such as flattened slopes and horizontal drains, the vertical and horizontal action of the highway persists.

A study is being made to determine what corrective action should or can be done to stabilize this large mass earth slide. Also a cost study will be made if work is found necessary. Your Area Engineer commented on the slide problem in his initial report.

We wish to establish FAI funding eligibility for the work to be accomplished either by a contract on this project or a subsequent project.

In view of the fact the slide has not become stable and that future movement of the slide mass could cause extensive damage to the highway facility, we are reluctant to consider the Cascade Locks-Hitchel Point Section as a completed project; and, as stated in the first paragraph, we are requesting that the present project be considered as stage construction and that a future project providing for correction of the slide may be programed, if necessary, as an FAI project to be constructed prior to 1972.

Attached are two letters, one from our Division Engineer and one from our Resident Engineer, which explains more fully the problem as it exists today.

Very truly yours,

Maynard Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

cc: F. B. Klaboe
F. D. Morgan
Vince Gallagher
R. N. Chase

RECEIVED
FEB 13 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-2(35)43
6858

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 5, 1968

City of Cascade Locks
Cascade Locks,
Oregon 97014

RE: Electric Power to Eastbound Scale Site
Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County
Project No. I-80N-2(35)43
Contract No. 6858

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of December 19, 1967, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work as of January 15, 1968.

Reimbursement for the work performed on and subsequent to January 15, 1968 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

JMC:fw
bc: F. B. Klaboe
A. W. Parsons
L. H. Young (2) (w/attach)
C. H. Maison "
L. W. Rulien (2) "
G. W. Ross
G. A. Starkey "
E. E. Johnston "
R. H. Rumbolz "

NOTE: Mr. Rulien: Please have a State Force Order prepared and submitted for this work. Return one copy of Estimate and sketch with State Force Order. SFO should be made against I-80N-2(35)43 per BPR letter of January 29, 1968.

TWL

RECEIVED
JAN 29 1968

UNITED STATES GOVERNMENT

FORM FHWA-1321 (4-67)

Memorandum

I-80N-2(35)43 Klabzuba

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 29, 1968

In reply refer to: 08-35-EC

TO: Mr. Forrest Cooper, State Highway Engineer
6858 Salem, Oregon

FROM: A. W. Parsons, Div Engr, by G. R. Brooks, Dist Engr
Salem, Oregon

NOTED
F. B. KLABZUBA

SUBJECT: Oregon Project I-80N-2(35)43
Cascade Locks - Mitchell Point Section
Eastbound Scale Site: Electric Service, City of Cascade Locks

We approve the agreement, as evidenced by Mr. Litchfield's letter dated November 29, 1967 and the subject utility's letters dated December 13 and 19, 1967, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated January 3, 1968 to provide electric service to the scale site. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included. Reimbursement on an actual cost basis estimated to be $10,300 is approved.

This work should be charged to the subject project as a construction item rather than the project shown on Mr. Litchfield's letter.

You were verbally authorized to proceed with actual work for the above-mentioned service effective January 15, 1968. Approval and reimbursement of the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

1-31-68
REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

RECEIVED
JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 1 4

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-2(35)43
6858

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 25, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 6858
Prefix 614-1063
FAP I-80N-2(35)43

Dear Sir:

All work under Contract No. 6858, Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County, was completed on January 22, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 1-22-68

Conditions noted on above date:

None

WRG

A. W. Parsons
Division Engineer

to: Forrest Cooper
L. H. Young

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
JAN 5 1968

UNITED STATES GOVERNMENT

Memorandum

I-8LN-2(35)43
6858

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 3, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2( )41
East and West Cascade Locks Interchange
Interchange Illumination

Reference is made to Mr. Edwards' letter of December 8, 1967 responding to ours of November 29 commenting on your proposed lighting layout for the Cascade Locks Interchanges.

The provision of full ramp lighting is hereby approved for the reasons given in the second paragraph of Mr. Edwards' letter.

We are pleased to note that the agreement will provide for breakaway design of City installed lineal illumination on the connecting portion of US-30. This provision should also be adequate to provide the esthetic features desirable since it will presumably assure use of other than treated wooden poles.

Copy Bud
1-5-68

NOTED
TOM EDWARDS

RECEIVED
JAN 8 - 1968
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 28 1967
FOR FILING
I-811-2(35)43
6858

C

31-1

December 28, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6858, the Cascade Locks-Mitchell Point grading, paving and signing project on the Columbia River Highway in Hood River County, is anticipated. Rogers Construction Company of Portland is the contractor.

This is a Federal-aid Interstate project for which the original authorization was $3,924,728.38. The present anticipated cost is $4,242,906.07, indicating an overrun of $318,177.69 or 8.1 percent.

The major reason for this overrun is the revision of guardrail and median barrier throughout the project to conform with revised federal safety standards. This revision caused a net increase in the cost of these items of more than $301,000.00. A design change to increase the depth of paving on shoulders caused a small overrun in asphaltic concrete paving.

This request for an additional authorization will be presented to you at the January 23 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DES:nn fn

FORM E-90 80M 12-65 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Cascade Locks-Mitchell Point Section
Columbia River Highway
Contract 6858

Attached is a report on an expected overrun of the project authorization on the subject contract.

This project is for grading, paving and signing and is under contract to Rogers Construction Company of Portland.

The original project authorization was $3,924,728.38. The present anticipated cost is $4,242,906.07, indicating an overrun of $318,177.69 or 8.1%.

The major reason for this overrun is the revision of guard rail and median barrier on the project to conform with revised safety standards. This change in guard rail standards caused a net increase in the cost of guard rail and median barrier items of $301,844.00. There were some other smaller overruns involving asphaltic concrete paving. These were the result of a design change to upgrade the shoulder and speed change lanes which involved full-depth paving.

It is recommended that the project authorization be increased by $318,177.69.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Enc.
cc: L. H. Young

BUREAU OF PUBLIC ROADS

Region Wash DC

F I-84N-2(35)43

INITIAL INSPECTION REPORT AND FINAL CONSTRUCTION INSPECTION REPORT

rc

REGION NO.	REPORT NO.	COUNTY	STATE
8	6858 See below	Hood River	Oregon
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
1-4 & 12-21-67	W. R. Grafe, Area Engr ~~BEAVERTON, WASHINGTON~~		I-80N-2(35)43

IN COMPANY WITH C. T. Keasey, Asst Div Engr; G. A. Starkey, Res Engr, OSHD; L. E. Hewitt, Highway Tech, BPR

LOCATION OF IMPROVEMENT

Cascade Locks - Mitchell Point Section, Columbia River Highway

CONTRACTOR NAME AND ADDRESS

Rogers Construction Co., Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
6-16-66	$3,207,547.45	460 days + 60	6-26-66	9-16-66 (See below)
QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	EST. COMPL. END OF MO
Satisfactory	Satisfactory	98 %	99+ %	%

ROADBED (Width 76.4 ft. 4-lane & 40 ft. 2-lane depending on median width Feet O. to O. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Paving	6201	13.631	9	9				
			Bituminous Base					
			Surfacing: 5"					

REMARKS

CASCADE LOCKS - MITCHELL POINT SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, and Signing

F. B. KLABOE
NOTED

As noted above, the time on this project started on June 26, 1966; however, no significant amount of work was done before February 1967. As a result of this, contacts were made several times with the Resident Engineer but the formalized initial report was inadvertently overlooked. Attempt is made in this report to complete the picture of the project for the files. There are in the Division office 10 contact reports.

The contract provided for construction of 13.64 miles of roadbed, signing, sign structures, and incidental work as called for. The west end of the project is approximately .6 mile east of the east city limits of Cascade Locks and the east end is approximately 3.8 miles west of the west city limits of Hood River.

Crushing on the contract began in February 1967 and the stockpile left near Mitchell Point from a previous project was completely

(more)

Initial 1-23-68

2-STATE HIGHWAY DEPARTMENT COPY

utilized. A crusher and paving plant were also set up at Wyeth and full-scale double-shift operations involving both paving plants were in effect before the contract was completed.

Substantial benefit has accrued from draining the slides by the State horizontal drilling operations covered under State Force Order listed below. At this time it appears that the extensive slides which were previously so troublesome in this area have been brought under at least partial control.

Five subcontracts were entered into and approved by the State in the amount of $593,571.25, or 18.5% of the contract.

Participating Price Agreements are as follows:

PA #1 - Added areas necessary for seeding and mulching - $7041.

PA #2 - Modification of surfacing design to cover pavement of shoulders and widening of plant-mix bituminous base - net cost $87,755.

PA #3 - Modification of sign supports for safety - $1041.89.

PA #6 - Revision of design of the Starvation Creek parking area to accommodate the rest area type traffic - $2990.

PA #7 - Revision of signs to meet new standards - $318.53.

PA #8 - Experimental placement of deep lift asphalt pavement - no cost.

PA #9 - Extra for painting salvaged guardrail - 142,000 LF - $15,620.

PA #10 - Elimination of binder coat - minus $22,960.

PA #11 - Changing guardrail and the median design - $248,520 for which a 60-day extension of time was granted the contractor by the State Highway Commission.

PA #12 - Vibratory compaction - no cost.

PA #13 - Substitution of Class "2" mix for plant-mix bituminous base in order to enable better handling of the construction methods.

PA #14 - Changes in the fencing - minus $26,025.20.

Extra Work Orders are as follows:

EWO #1 - Flagging - $50,000.

EWO #2 - Temporary directional signs by the contractor - $4000.

(more)

EWO #3 and Supplements 1 and 2 - $112,000 for slide removal which was originally set up in the project agreement.

EWO #4 - Riprap for the creek channel, Stas 317 to 321 - $2500.

EWO #5 - Filling of the Warren Creek channel - $4000.

EWO #7 and Supplements 1 and 2 - Removal of unstable material outside the slope lines - $112,000.

EWO #8 - Removal of the median crossovers - $2000.

EWO #9 - Topsoiling in the median, Stas 209 to 226 - $1500.

State Force Orders are as follows:

SFO #1 - Railroad protective services - no State work involved - $20,000. This order will be much less in the final payment.

SFO #3 - Placement of the special traffic control signs - $500.

SFO #4 - Striping - $8924.

SFO #5 - Horizontal drains built by State forces - $15,000.

Most of the asphaltic concrete operations on this project were conducted by the same plant and by the same crew as on the Morrow County Line - Stanfield Junction I-80N-5(21)176 project on which an inspection-in-depth was held earlier in the season. The asphalt operation was checked during the inspection on July 10, 1967 to determine if the deficiencies cited under the above-mentioned inspection-in-depth had been corrected. It was found that the plant had been rigged for proper calibration, switching had been added to assure that mix control was in conformity to the positive interlock specifications of the contract, and the asphalt metering pump had been overhauled to give a more consistent product. As a result of these changes, it was not felt that an inspection-in-depth repeat on this project would be necessary.

Contract amount is $3,207,547.45 and current estimated final cost is $3,800,000. Quantities are not yet checked, but should be very close.

At the time of the inspection all significant work was completed with the exception of a small amount of seeding and mulching, a

(more)

few guardrail panels to close the holes at the end of the long runs, minor cleanup, and drainage correction. It is estimated that another month will be necessary for the completion of the horizontal drain work under the State Force Order.

The State has not yet completed the reconstruction of the Viento Park water system but eligibility has been established in the amount necessary to restore the water system.

The materials control throughout the life of the project has been satisfactory. Laboratory sheets on job-produced material are in substantial conformity to the specifications, and the Resident Engineer is at this time preparing a tabulation of frequency and results for submission to the Division Engineer. Certification will be prepared as soon as this is completed.

Payrolls are in order and no delays in payment are expected.

The project was open to 4-lane traffic on November 16, 1967 and noted at that time.

Utilization of the old pavement throughout almost the entire length of the project has been a continual problem for the engineering personnel, and they should be commended for obtaining a project which gave such a pleasing appearance and such an excellent ride.

Completion of this project now completes the 4-laning on I-80N from the City of Portland to just westerly of Pendleton, a distance of approximately 200 miles, with the exception of one short section near Bonneville Dam.

RECEIVED
DEC 19 1967
FOR FILING

I-80N-2(35)43
6858

December 19, 1967

The Honorable Marion Dump
Mayor of Cascade Locks
City Hall
Cascade Locks, Oregon 97014

Dear Mayor Dump:

This is a follow-up of my November 1 letter to you concerning the possible additional ramps to the East Cascade Locks Interchange on I-80N.

A revised plan, including proposed ramps to and from the west, was presented to the Bureau of Public Roads. By letter dated December 8, the Bureau refused approval of these new connections. We are, therefore, unable to comply with your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. A. G. Westerdahl, II
Executive Assistant
Executive Department

R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. W. Rulien
Tom Edwards
F. B. Crandall

DNS:jr fn

RECEIVED
DEC 8 0 1967
FOR FILING

Form FHWA-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(35)43

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 8, 1967

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
6858 Salem, Oregon

FROM: A. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

2036
2131

SUBJECT: Oregon Project I-80N-2(-)41
East Cascade Locks Interchange
(Mr. Morgan's letter, 11-13-67)

We have reviewed your standard sheet and letter requesting approval of additional ramps to provide a complete interchange at East Cascade Locks.

The present traffic service to the city of Cascade Locks from Interstate 80N has not - to the best information available to us - shown significant indication of inadequacy. Considering the small population of the area served and lack of projected development, the traffic forecast for 1987, as shown, appears realistic.

We recognize some benefits accrue to a few individuals and establishments whenever additional movements are included in an interchange pattern. In this situation, however, we do not consider the benefits which might result from the proposal can support its inclusion as part of the total facility. Therefore we cannot approve your request for addition of the ramp and are returning the standard sheet unsigned.

Enclosure
Standard sheet (not needed on this ofc.)

orig to Morgan WRC
copy to Young
12-14-67

RECEIVED
DEC 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
PAID

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-372 (Rev. 10-66)

I-84(N)-2(35)43
6458

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project CASCADE LOCKS-MITCHELL POINT Date December 12, 1967

Highway Columbia River Contract No. 6858

County Hood River Kind of Work Grading, Paving & Signing Contractor Rogers Constr. Co.

	Authorized	Estimated
Contract Amount	$ 3,207,547.45	$ 2,566,960.56
Anticipated Items	281,100.00	204,353.81
Contingency (4½%)	156,989.13	1,102,499.90
Engineering	279,091.80	369,091.80
Credits		
PROJECT COST	$3,924,728.38	$ 4,242,906.07
	NET INCREASE $	318,177.69 or 8.1%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
C)	Bid Item 12 3/4"-0 Material in Base	$ 26,624.00	$ - 42,176.00
C)	Bid Item 13 Plant-Mix Stone Base	549,134.00	+ 58,784.00
C)	Bid Item 14 Bituminous Base Mix (See PA #13)	274,392.00	-141,048.00
C)	Bid Item 15 Asphalt in Bit. Base (" " ")	161,200.00	- 54,870.00
C)	Bid Item 54 Guard Rail (See PA #11)	4,800.00	-182,400.00
C)	Bid Item 55 Median Barrier (" " ")	0.00	-271,500.00
U)	EWO # 2 Temporary Signing	4,700.00	
U)	" # 4 Rip Rap Channel	2,379.73	
U)	" # 5 Adjust Mail Boxes	240.00	
U)	" # 8 Remove Median cross-over	3,141.73	
U)	" # 9 Furn. & Place Median Topsoil	1,500.00	
U)	SFO # 3 "Turn on Lights" signs	1,000.00	+1,102,499.90
U)	" # 5 Horizontal Drains	30,000.00	
U)	PA # 1 Add'l Seeding & Mulching (Incl. with Bid Items)		(over)

APPROVED BY STATE HIGHWAY COMMISSION DATE 12-22-67

Principal reasons for overruns (Continue on reverse side): Revision of guard rail and median barrier to conform to current safety standards.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ G. A. STARKEY
Resident Engineer

Noted by
for Construction or Bridge Engineer

Confirmed by /s/ C. T. KEASEY
Asst. Division Engineer

NOTED JOM EDWARDS

Noted by
Assistant Deputy State Highway Engineer

(U)	PA	# 2	Surfacing Design Change (Incl. With Bid Items)	
(U)	"	# 3	Provide Sign Supports	1,041.89
(U)	"	# 4	Revised Scale Pits	494.00
(U)	"	# 5	Revised Footbridge Treatment (Spec. Change)	0.00
(U)	"	# 6	Starvation Cr. Conc. Curbs	2,743.65
(U)	"	# 7	Add'l Wood Sign Posts	238.90
(U)	"	# 8	Single Lift Bit. Base Mix (Spec. Change)	0.00
(U)	"	# 9	Elim. Bid item 59 "Paint Guard Rail" (Incl. with Bid Items)	
(U)	"	#10	" Binder Course (Incl. with Bid Items)	755,744.00
(U)	"	#11	Guard Rail & Median Barrier	0.00
(U)	"	#12	Experimental A.C. Compaction (Spec. Change)	299,276.00
(U)	"	#13	Cl. "B" A.C. for Bit. Base Mix	
(U)	"	#14	Type II Fence Rev. (Incl. with Bid Items)	

RECEIVED
DEC 8 - 1967
FOR FILING
I-84N-2(35)43
6458

December 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-80N-2(--)41
East and West Cascade Locks
Interchange Illumination

Dear Sir:

Reference is made to Mr. Brooks' letter of November 29 on the above subject.

Although partial interchange lighting normally consists of spot illumination of gore points and ramp terminal intersections, it is our thought that such lighting would not be satisfactory or provide adequate safety at these locations. Inclement weather, such as rain, snow and fog, is very common in this section of the Columbia Gorge. Conditions are similar to or worse than those at other locations, such as in the Roque River Valley where full ramp lighting has been approved in the past.

We will adjust the location at Station 1883 at the West Cascade Locks Interchange as you suggested.

In regard to the lighting to be installed on the connecting roads by the City, we will, through the State-City agreement and in issuing the necessary permit, require that all poles be of a breakaway design.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
G. W. Ross (enc.)
J. F. Putnam (enc.)

VPJ:hm ja

RECEIVED
DEC 2 1967

(Form FHWA-121 (4-67))

UNITED STATES GOVERNMENT

Memorandum

I-8CN-2(35)43
6858

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: November 29, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(--)43
East and West Cascade Locks Interchange
Interchange Illumination

We have reviewed the lighting layout for subject interchange transmitted with your November 7 letter and wish to offer the following comments:

We agree that the traffic volume shown will qualify the interchange for partial lighting under case B-4 of the AASHO lighting guide.

It is our understanding partial interchange lighting consists of luminaires located in areas of conflict, primarily the ramp terminals, and not for the full length of the ramps as shown.

In the West Cascade Locks Interchange consideration should be given to moving the luminaire shown at Station 1883 westerly toward the gore to better serve its purpose in delineating this area of possible conflict.

The furnishing by the city of lineal illumination on the connecting roads is of concern to us since it involves installation along US 30, a Federal-aid primary route. The attached Instructional Memorandum 21-14-67, dated November 14, 1967, clearly sets forth Bureau policy for such a situation.

Enclosure
IM 21-14-67

Copy - Sub George
Young
12-4-67

RECEIVED
DEC 1 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER
CM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

November 14, 1967

INSTRUCTIONAL MEMORANDUM 21-14-67
30-01

SUBJECT: Application of Highway Safety Measures

This memorandum is issued to confirm the instructions related to the Regional Administrators and Division Engineers at the Bureau of Public Roads meeting October 14, 1967, at Salt Lake City, Utah, concerning the installation of roadside signs and light poles.

Effective immediately no rigidly fixed sign supports are to be authorized along a Federal-aid route for installation in exposed areas where it would be practical to utilize a yielding or breakaway type of design. Exception should be made for sign supports that are or can be located behind appropriate guard-rail installation.

Similarly, no rigidly fixed light poles are to be authorized for installation.

F. C. Turner
Director of Public Roads

RECEIVED
NOV 28 1967
FOR FILING

Memorandum

I-80N-2(35)43

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6454

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 22, 1967

In reply refer to: 08-35-DA

NOTED
F. B. KLABOE

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

We have completed our Statewide inspection-in-depth, Quantity and Cost Control - Phase 24. The inspections were made during the period June - October 1967.

We reviewed 12 projects which were located in 5 of the 6 State Highway divisions. The projects reviewed were as follows:

Division	Project Number	Project Name
Metro	I-405-8(13)	NW. Johnson - SW. Montgomery
	U-318(10)	Vista Ridge Eastbound Tunnel
1	I-80N-2(34)	Bonneville - Hood River County Line
	I-80N-2(35)	Cascade Locks - Mitchell Point
	F-240(3)	Forest Grove - Gaston
2	F-59(3)	Holmes Gap - Basket Slough
	ER-171(2)	Wilson River Highway Milepoint 6.9
	F-221(11)	Delena - Rainier
3	F-111(9)	Glen Aiken Creek - Gray Creek
5	I-80N-5(23)	Irrigon Junction - Stanfield Junction
	I-80N-5(27)	Stanfield Junction - Pendleton
	F-182(5)	Little Beech Creek - Fall Creek

The inspection and record control procedures at the project level provided good control, were in accordance with Oregon State Highway Department requirements, and were applied uniformly throughout the State.

This inspection disclosed that the Oregon State Highway Department has shown a marked improvement in record keeping practices since the last construction season. No significant findings were disclosed by this inspection-in-depth. We wish to commend the State for their improved record control procedures.

11-27-67
REFERRED TO Edwards
Irrigon - Pendleton
BY ASST. STATE HWY. ENGR.
Good work!

RECEIVED
NOV 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc Jones

RECEIVED
NOV 28 1967

FOR FILING
I-80N-2(35)43
6858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
November 16, 1967

To: Mr. L. V. Mallien
Division Engineer
Milwaukie

SUBJECT: Cascade Locks-Mitchell Point
Columbia River Highway
Contract 6858
Rogers Construction Co.

Enclosed herewith is our inspector's (Jim Davis) report of an accident at station 481 which occurred on October 25, 1967. Mr. Davis did not witness the accident but arrived a few minutes after it happened.

Mr. Davis recently received a letter of inquiry from Western Pacific Insurance Co.. Copies of the letter are inclosed. Mr. Davis has not answered the letter.

Glenn A. Starkey

RECEIVED
NOV 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Send copies to Morgan
Legal
ER

DEPARTMENT OF TRANSPORTATION
NOV 17 1967
Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Block
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
NOV 20 1967
CONSTRUCTION
DIVISION

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Hood River, Oregon.....
.....November 15, 1967.....

To: Files

SUBJECT: Accident October 25, 1967
Cascade Locks-Mitchell Point
Columbia River Highway
Contract 6858

I arrived at about 11:45 A.M., shortly after a two car accident which occurred in the vicinity of Wyeth "L" Station 481 on Wednesday October 25, 1967. The vehicles involved were a 1967 Chevrolet Caprice, Oregon license number ABH-780 and a 1968 Chevrolet ½ ton pick-up, Oregon license number KFD-861.

The Chevrolet Caprice was west bound on the two way traveled east bound lanes of interstate 80N when it was approached by the east bound pick-up traveling in the wrong lane or west bound lane. Mr. Rennie informed me that he believed he was on a freeway and didn't realize differently until after he had forced the Pentacast car into the median barrier and side swiped it.

The Chevrolet Caprice was occupied by Margeret L. Pentecast, Box 25, Mayville, Oregon, the driver, and her husband. The Chevrolet Pick-up was occupied only by the driver, Ken Rennie, 10397 S.W. Eastridge, Portland, Oregon. Apparently there were no injuries.

Damage to the left side of both vehicles was extensive. The only other damage was a few minor scratches on the right side of the Chevrolet Caprice where it had scraped the median barrier. There was no damage to the median barrier.

The signs in the area for the east bound traffic were; TWO WAY TRAFFIC, TURN ON LIGHTS placed in the median at station 475, TWO WAY TRAFFIC on the right shoulder at station 466+60, TWO WAY TRAFFIC in the median at station 454+20, TWO WAY TRAFFIC at station 448 on the right shoulder.

The signs for the west bound traffic were; CONSTRUCTION in the median at station 495+50, SLOW in the median at station 492+50, TWO WAY TRAFFIC and TURN ON LIGHTS in the median at station 491.

Jim Davis

Jim Davis

, 1947.

...t, or that you ... date.

... of certain claims ... assisting us to ... the enclosed witness ...

... such as yourself, ... to determine promptly ... the public interest.

... stamped envelope. ... will be greatly appreciated.

Very ...

Enc.

P.S. Please return this letter ... with the requested statement.

RECEIVED
NOV 16 1967
FOR FILING
I-80N-2(35)43
6858

November 15, 1967

The Honorable Marion Bump
Mayor of Cascade Locks
City Hall
Cascade Locks, Oregon 97014

Dear Mayor Bump:

In response to your request for additional signing at the east and west interchanges, we have attempted to secure approval for overhead mounted signs from the Federal Highway Administration.

This has been denied and we must, therefore, advise you that the signs cannot be installed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall

RECEIVED
NOV 16 1967
FOR FILING
I-8011-2(35)-13
1458

November 15, 1967

Mr. L. W. Pearson
Division Engineer
Bureau of Public Roads
(Mt. Vernon, Vacant, ... L.
Salem, Oregon

Re: Oregon Project I-5-1-(57)3
Multnomah County Line-Rose
Oregon-Grade Section
(
Oregon Project I-5-1-(56)43
Oregon-Vancouver Overhead Point
(Vacant)
Work Order No. 21-1-68

Dear Sir:

In response to your letter of November 7, we are advising the City of Cornelius that they may proceed with signing which they have proposed, with the understanding.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. L. Lowell
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Foster
F. P. Kinloe
Victor D. Wolfe
F. B. Crandall
L. H. Young

TL:ja

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

cc- Klebe 11-8-67
2 maps

SUBJECT: Oregon Project I-80N-2(37)39
Multnomah County Line - East Cascade Locks and
Oregon Project I-80N-2(35)43
Cascade Locks - Mitchell Point
Additional Off Ramp Signing at Cascade Locks

Your letters of October 23 and November 1, 1967 regarding subject signing have been received and reviewed.

The locations in question have been studied in the field by our staff and, on the basis of the information in your letters and the observed geometrics of the areas, we are unable to concur in your proposal to install overhead cantilever sign structures.

Copy - Crandall
Young
11-15-67

NOTED
JOY EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM [illegible] 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-8(10)-2(32)Ms
6158

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 13, 1967

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Subj: East Cascade Locks Interchange
Cascade Locks-Viento Section
Columbia River Highway
Hood River County

2
Hw
Y
#7079

Dear Mr. Parsons:

Herewith a preliminary layout sheet showing proposed additional ramps to the subject interchange. Due to the recent views on the dangers of half interchanges and at the request of the City of Cascade Locks, we offer the following data to substantiate this need:

1. Crossroad is part of old U.S. 30 thus being the main feeder to county roads and city streets in the area northwesterly of the interchange. On the south side of the interchange the crossroad becomes a frontage road running easterly for 2.3 miles to Herman Creek Interchange. Projected ADT on proposed ramps is 100 each, on existing ramps 1,000 each, on crossroad north of ramps 1,100 each way, under main line 1,000 each way, south of ramps 30 each way, on freeway west of interchange 6,150 each way, through interchange 6,050 each way, east of interchange 7,050 each way. Current ADT is 50 percent of projected ADT. Crossroad has two existing traffic lanes with no additional lanes proposed. The only community served is Cascade Locks (population 700) the business district of which is approximately one mile from the interchange. West Cascade Locks Interchange is 1.4 miles westerly and Herman Creek Interchange is 2.3 miles easterly of subject interchange.

2. Crossroad and connecting roads appear to be more than adequate for expected traffic. Alignment and surfacing condition are both good. Local roads and streets are oriented towards this facility since north of the freeway it provides a direct route to the business district and south of the freeway it intercepts all the approaches that provided direct access to the highway previous to freeway construction.

3. No interference with adjacent interchanges or traffic on the Interstate system is anticipated. West Cascade Locks Interchange is 1.4 miles westerly and has ramps to and from the west only so no signing problems are anticipated and no weaving movements created. Herman Creek Road Interchange is 2.3 miles easterly and has ramps to and from the east only which presents no problem as far as the proposal herein is concerned.

4. The only alternate route for traffic that would use the proposed ramps is to use the West Cascade Locks Interchange and the old highway through town to this area. If the proposed ramps are not constructed eastbound motorists desiring to leave the freeway in this vicinity must use the West Cascade Locks exit. If they miss this exit the only legal alternate is to continue eastward to the Wyeth Interchange, approximately six miles past the East Cascade Locks Interchange, and return by the freeway to this area a total of twelve miles extra traveling.

5. Estimated construction cost is $173,000. Benefit-cost ratio is unfavorable, as annual savings will amortize only $35,250 at six percent over 30-year period.

6. The proposed ramps should eliminate illegal use of existing ramps. Information from the State Police indicates considerable illegal use, although there is no record of citations issued or accidents caused by such use. The spacing and design of interchanges in this area as detailed in preceding paragraphs will tend to perpetuate the problem of illegal use of the existing ramps at this location, since eastbound motorists cannot see any service facilities or the town of Cascade Locks until they are past the West Cascade Locks Interchange exit ramp. The next service facilities of any consequence are at Hood River, twenty miles distant, which should make safe access to the facilities at Cascade Locks important to many motorists. The proposed ramps would also provide a fairly direct, easily signed route to the fish hatchery, ranger station, and Herman Creek Road from the west via the frontage road running easterly from this interchange. This traffic presently must travel a rather circuitous route through Cascade Locks to reach the area. This proposal would provide an excellent access and turnaround for emergency police and maintenance vehicles to serve the freeway in this area. Under the present traffic pattern, vehicles of this type coming from Cascade Locks and destined for the freeway between the East

and West Cascade Locks Interchanges must either enter the freeway at the East Interchange and proceed six miles to the Wyeth Interchange where they can turn around and return to this area, or enter at the West Interchange and proceed 3.4 miles to the Bonneville Interchange to turn around and return to the area. The only alternative to using one of these circuitous routes is wrong way use of existing ramps. This situation is definitely not in the best interests of public safety and could be readily corrected by construction of the proposed ramps.

We strongly request that you approve these added ramps for construction with Interstate funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F.D. Morgan
Construction Engineer

Enclo.
DNS:jr

cc: F.B. Klaboe

RECEIVED
DEC 13
FOR FILING
I-80N-2(35)159 43
TOM McCALL
GOVERNOR
6858

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 9, 1967

Mr. William G. Todd
Route 4, Box 411 A
Hood River, Oregon

Dear Mr. Todd:

Thank you for your October 27 letter concerning the traffic situation between Cascade Locks and Mitchell Point. I appreciate receiving your suggestions and can readily understand the concern over the bad accident pattern in the area.

I find that the section has been adequately signed but that motorists, for some reason, have not given proper attention to the warned-of conditions. Additional State Police have been assigned to the area with instructions to issue citations for any evidence of reckless driving, and I am confident that this will be a step in alleviating the deplorable problem.

I also find that the Highway Department did give serious consideration to your suggestion of "No Passing" through the entire 13 1/2 miles; however, it was felt that this should not be attempted if any other remedy is possible. I am told that in the 13 1/2 mile section 275 signs have been erected warning the motorists of two-way traffic, 45-mile-per-hour speed, and things of this sort. I am hopeful that with the increased police surveillance a stricter adherence to the warning signs can be obtained and if this is successful, the situation should be largely alleviated.

I am grateful for your taking the time to call the matter to my attention and assure you that the Highway Department and the State Police will watch the problem very carefully and will take any additional measures that may be practical.

Sincerely,

Governor

TM:ws

bcc: Mr. Forrest Cooper

RECEIVED
NOV 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

Rt. 9, Box 411 A
Hood River, Oregon
October 27, 1967

The Honorable Tom McCall
Governor, State of Oregon
Salem, Oregon.

Dear Governor McCall:

At about 11:00 AM today, another accident on Hwy 80N between Cascade Locks and Hood River claimed another life - by now, maybe two others on the critical list may have died. According to our local paper, Hood River News, this would make at least 9 fatalities in less than 12 months due to crashes. In addition to this there has been several Flagmen killed in car accidents during this period.

It would be almost impossible to record the number of crashes that did not claim lives but caused physical pain and suffering to many. A trip over this area would allow visual evidence by the number of Center posts missing occasionally - broken off!

I respectfully request immediate actions by your office to solve this problem. Not being a qualified engineer, I do not know what is best - the lives justify almost any drastic means. Some of the suggestions include (1) No passing zone for the entire 17 miles, (2) complete closure using re-routing over the bridges at Cascade Locks and Hood River via Rt 830 in Washington, (3) Stop points or Road Blocks as each end of the area and a verbal

word of caution to each driver—
24 hours a day, 7 days/week,
(4) an enforced 30 or 35 MPH
Speed Limit in this area, (5)
Saturated coverage by the
State Patrol, and (6) publicize
the facts on the actual Road
by signs where the accidents
occurred.

I personally travel this road
to Portland one or two time each
week, both day and night. One
can not help from feeling Like
your driving a powder Keg
ready to blow any minute. In
many places, there is no place
to go if someone comes towards
you. from my experience, my
close calls have been all from
people passing with poor
clearance. I would recommend
consideration for the no-passing

(option) with a much reduced speed-Limit. The few minutes "Lost" do not make that much diffevence in a short distance Like this. If you wish to obtain further information on local opinions, send one of your administrative assistants, maybe Ed, over to Hood River and inquire among people to travel this road regularly. They will verify the problem.
Let's do something and do it not. Mr. Ken Jernstedt is also aware of this problem. Please do not allow additional human sacrifice on this road.

Most concerned
William H. Todd

OCT 30 1997

RECEIVED
NOV 9 - 1967
FOR FILING

I-80N-2(35) H3

6858

November 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

There are attached two copies of a plan showing proposed luminaire installation at the East and West Cascade Locks Interchanges on I-80N. The total estimated cost is $41,000.

Conditions at these two interchanges meet the requirements of Case B-4 of the AASHO Guide for rural areas. The City of Cascade Locks has agreed to provide lineal illumination on the connecting roads from the downtown area to the interchanges. The City has also agreed to pay for power consumed by luminaire units installed at the interchanges.

It is requested that you approve these installations as an Interstate project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. KLABOE for

Tom Edwards
Assistant State Highway Engineer

Attachments (2)

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
H. S. Cox
L. H. Young
L. W. Rulien

NOTED
TOM EDWARDS

VPJ:ji ja

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(35)43

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6858

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1967

In reply refer to: 08-35-DA

cc- Klabose 11-8-67
E Lewis

SUBJECT: Oregon Project I-80N-2(37)39 # 7029
Multnomah County Line - East Cascade Locks and
Oregon Project I-80N-2(35)43 # 6858
Cascade Locks - Mitchell Point
Additional Off Ramp Signing at Cascade Locks

Your letters of October 23 and November 1, 1967 regarding subject signing have been received and reviewed.

The locations in question have been studied in the field by our staff and, on the basis of the information in your letters and the observed geometrics of the areas, we are unable to concur in your proposal to install overhead cantilever sign structures.

copies to
Young
Morgan
11-9-67

RECEIVED
NOV 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOSE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 2 - 1967
FOR FILING

November 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

My October 23 letter concerned the desirability of installing the exit direction sign for westbound traffic at the East Cascade Locks Interchange on a cantilever structure.

A similar situation exists at the West Cascade Locks Interchange. It is requested that approval be granted for installation of a cantilever-mounted sign for the eastbound off-ramp.

Topographic conditions at these two interchanges are such that the ramp and the proper path for the exiting driver to follow are not readily apparent. The resulting hesitancy and confusion creates a condition of extreme hazard. It also creates additional hazard through the tendency of a driver who has missed the off-ramp to either back up or to make a U-turn at the first opportunity. It is our considered judgment that the cantilever signs would materially improve traffic conditions at these two locations.

Your early approval of including the installations as part of Dorman's contract is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

LEG:njc ja

RECEIVED
OCT 24 1967
FOR FILING

October 23, 1967

Col. 2 (4)

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Westbound drivers on Interstate 80N who desire to leave the highway at the East Cascade Locks Interchange are experiencing considerable difficulty. The highway crosses over the crossroad and the ramp is on a downgrade. This creates a "disappearing ramp" situation. Because there is only one off-ramp to Cascade Locks for each direction, a driver who fails to find the ramp is greatly inconvenienced.

It is proposed that the existing exit guide sign be installed on an overhead cantilever structure at the approximate midpoint of the off-ramp taper as shown on the attached plans. The structure would be installed behind the existing guardrail and the sign would be illuminated.

It is requested that you approve this installation to be added as an extra work item to the Cascade Locks-Mitchell Point paving project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

Attachments (2)

VPJ:mk ja

RECEIVED
NOV. - 1967
FOR FILING

I-ICN-2(35-)43

$6.00

2136

In Hwy Legislation
Jan
#7029

[illegible] 6, 1967

[illegible]

[illegible]

[illegible]

X MILDRED FREDRICH
X Recorder-Treasurer

CITY OF CASCADE LOCKS

CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

HERBERT X WENZEL
X City Administrator

October 18, 1967

State Highway Dept.
State Highway Bldg.
Salem, Oregon 97310

Att: Fred B. Klaboe

Enclosed please find copy of Resolution # 175 as commitment from the City of Cascade Locks regarding Street Lighting as discussed at meeting on Sept 14, 1967 here in Cascade Locks.

Would appreciate hearing from you as soon as decision is made by State Highway Dept.

If you have any questions please feel free to contact me.

Sincerely,

Marguerite McDowell
Recorder

MM:rb

CITY OF CASCADE LOCKS

RESOLUTION NO. 175

A RESOLUTION PROVIDING FOR THE INCLUSION IN THE CITY'S 1968-1969 ANNUAL OPERATING BUDGET PROVISION FOR ACCESS LIGHTING FROM HIGHWAY 80 N EASTERLY ENTRANCE.

WHEREAS, the City of Cascade Locks has met with the Oregon State Highway Department in regards to access lighting and,

WHEREAS, the Oregon State Highway Department has stated Street Lighting will be provided on the Freeway overpass areas, and

WHEREAS, the Oregon State Highway Department has requested the City of Cascade Locks to install at the City's cost, street lighting from the overpass area to existing street lights,

NOW, THEREFORE BE IT RESOLVED that the City of Cascade Locks plans to include in the next budget year funds necessary to construct Street Lighting facilities from the Easterly Entrance from Freeway 80 N to the existing Street Light System.

Adopted this 9th day of October 1967.

Marion A. Crump
Mayor

ATTEST:

Marguerite McDowell
Recorder

RECEIVED
NOV 8 - 1967
FOR FILING
I-80N-2(33)43
6158

November 6, 1967

Mr. Ronald Rombalski
Business Manager
City of Cascade Locks
City Hall
Cascade Locks, Oregon 97014

Dear Mr. Rombalski:

Thank you for your letter of November 1 offering the assistance of the City of Cascade Locks in solving the difficult problems of constructing the Cascade Locks-Mitchell Point Section of I-80N.

It is hoped that by the time this letter reaches you, we will have four-lane divided traffic for the westerly nine and one-half miles of this section. If this be the case, a great deal of the difficulty should be a thing of the past. We also hope that the remaining four-plus miles at the east end will be finished in about another ten days.

On this remaining four miles, we will continue to post a 45-mile-per-hour speed limit. In addition, we will post the area throughout for no passing.

For your information, a count of the signs on the thirteen and one-half-mile section was recently made. This count showed that we have 169 two-way traffic signs, 16 45-mile-per-hour speed signs and a total of 276 signs of all types. We honestly believe that to add more signs might well result in confusion and disregard.

Thanks again for your suggestions and your offer of assistance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe-6302
F. D. Morgan
L. W. Rulien - Enc.

FBK:srb

CITY OF CASCADE LOCKS

CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

.6302

NOV 1 6

REFERRED TO
admin
BY SECRETARY

October 27, 1967

Oregon State Highway Dept.
Salem, Oregon

Highway Construction - Eagle Creek Tunnel to 13 miles East of Cascade Locks.

You have no doubt received many statements by personal contact, phone and letters in regards to the numerous unfortunate accidents occuring in and around Cascade Locks. The City does not intend to belabor the State with all the facts surrounding these accidents since you are more aware of them than are we.
However the City Council, Police Dept., and Volunteer Ambulance Service and the Citizens of Cascade Locks do wish to convey our serious concern in this matter and to make the following suggestions for your consideration.

1. The further reduction of construction speeds in the area.
2. The strict enforcement of no passing in construction area.
3. Attempt to determine a correlation between the sometimes lengthy traffic tie ups at or near the Eagle Creek Tunnel, subsequent long lines of traffic and excess speeds to make up time due to the traffic tie ups.

Our only purpose in suggesting the above is the hope of possibly indicating an area of attention that may not have been considered thus far.

Should there be any assistance that can be provided by any of the groups mentioned in this letter, please advise.

Sincerely

Ronald Rombalski

Ronald Rombalski
Business Manager

RR:rb

RECEIVED
OCT 30 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 8 - 1967

FOR FILES
I-80N-2(35)43
6868

CCN MCE LRW MIL 19 11/6/67 130 PM

F D MORGAN
ES HUNTER
INFO CC VICTOR WOLFE

RE CASCADE LOCKS MITCHELLPOINT SECTION
CIKYNXX COLUMIBICXXXX COLUMBIA RIVER HWY

SECTION FROM CASCADE LOCKS TO VIENTO OPEN TO DIVIDED FOUR LANE TRAFFIC 1200 NOON THIS DATE. IT IS ANTICIPATED THAT BALANCE OF PROJECT WILL BE OPEN TO DIVIDED FOUR LANE SOME TIME NEXT WEEK.

C T KEASEY

NB 17 8 .----. 3 4 4.

cc wolfe

RECEIVED
NOV 6 1967
OFFICE
STATE HIGHWAY

Copy - Mr Porter
Mr. Klaboe
11-6-67

NOTED
F.B. KLABOE

RECEIVED
NOV 6 - 1967

I-80N-2(35)43
6858

NOTED
M. L. PORTER

NOTED
F. B. KLABOE

On November 1, 1967, The Hood River County Grand Jury conducted an inquiry into the traffic conditions existing on Highway 30 between Hood River and Cascade Locks and made the following conclusions:

That at the present time the majority of the accidents on this highway result from drivers not obeying the existing law. The Grand Jury noted that in one recent 3-day period 100 citations were issued on this stretch of highway.

The Grand Jury heard evidence that there are presently 276 signs of various sizes and types on this portion of the highway.

The Grand Jury approved of a recent increase in patrols in this area by the Oregon State Police and the recent installation of additional signs.

The Grand Jury concluded that further accident prevention is primarily the responsibility of the individual driver and recommended increased efforts to see that existing traffic laws are enforced.

Elmer Murray, Foreman

FILED
NOV 1 12 3 PM 1967

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NOV 1967
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

P. O. Box 617, Hood River 97031
October 31, 1967

F.B. Morgan
I-84(11)-3(2-)43
6858

To: L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

SUBJECT: Fatal Accident 10-27-67
Cascade Locks--Mitchell Point
Columbia River Highway
Rogers Construction Company
Contract 6858

NOTED
FOREST COOPER

An accident occurred at 11:00 a.m., October 27, 1967 at Sta. 638+50. Traffic was flowing two-way over the completed eastbound lanes from Sta. 250 to 795. The center stripe and fog lines were in existence on these lanes. Traffic was heavy. It was raining and the highway was wet.

NOTED
F.B. KLABOE

The following vehicles were involved:

VEHICLE #1: 1962 International Pickup, Oregon Lic. 3X 3512
Registered Owner: Jack Strasburg, 5955 S.W. 185, Aloha, Oregon
Operator: Same, NOT INJURED
Passenger: Eddie Cameron, 3344 N.E. 30, Portland, Oregon, HOSPITALIZED
Passenger: William Perry, 2850 S. 99E, Oregon City, Oregon, ~~XXX~~ INJURED

VEHICLE #2: 1955 Mercury Sedan, Oregon Lic. ECB 780.
Registered Owner: Melvin Dewaine Olson, Rt. 1, Box 1079, Sandy, Oregon
Operator: Same, Age 34, KILLED
Passenger: Francis Lee Olson, 2151 S.E. 135, Portland, Oregon, MINOR INJURY

VEHICLE #3: Dodge Pickup, Oregon Lic. FBX 082
Registered Owner: Roger Stewart, 19075 Hinneman Road, Aloha, Oregon
Operator: Same, NOT INJURED
Passenger: Leonard Strasburg, address unknown, NOT INJURED

WITNESS: Cecil Johnston, Rt. 1, Box 308A, Springfield, Oregon

Eastbound Vehicle #1 which was heavily loaded with hunting equipment including two small donkeys apparently sustained a blown out tire (left rear), loosing control and colliding almost head-on with Vehicle #2.

Vehicle #3 following Vehicle #1 (also eastbound) was apparently following too closely to stop and was forced to maneuver to avoid collision. The record is not clear whether this vehicle actually came in contact with Vehicles #1 and #2, but in maneuvering, Car #3 passed through the median barrier posts and came to a stop on the westbound lanes under construction. No steel existed on the median barrier.

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NOV 1 1967
TE UE DES

A semi-truck was parked in the fallout area well off the highway shoulder on the south side of the highway at the time of the accident and the driver, Cecil Johnston, witnessed the accident.

State and county police investigated the accident.

Enclosed are copies of our inspector's report of the accident which includes a sketch and list of signs approaching the area.

G A Starkey

Glenn A. Starkey
Resident Engineer

COLUMBIA RIVER HIGHWAY
RODGERS CONST. CO. - CONTRACTOR
CONTRACT # 6858

REPORTED BY J.M. EGGE ORE. HIGHWAY DEPT.

AT APPROXIMATELY 11:00 A.M. ON OCTOBER 27, 1967 A FATAL AUTO ACCIDENT OCCURED AT STA 638+50 IN THE FUTURE EASTBOUND LANES WHICH ARE NOW OPEN TO TWO-WAY TRAFFIC, DURING CONSTRUCTION OF THE FUTURE WESTBOUND LANES. THE WEATHER AT THE TIME WAS - MODERATE, STEADY RAIN; NO WIND; TEMP 55°. TRAFFIC IN THE AREA WAS FAIRLY HEAVY AT THE TIME. THREE VEHICLES WERE DIRECTLY INVOLVED, A WESTBOUND PASSENGER CAR, AND TWO EASTBOUND PICKUP TRUCKS. THEY ARE DESCRIBED AS FOLLOWS:

VEHICLE #1 A 1962 INTERNATIONAL 6 PASSENGER PICKUP, OREGON LIC. NO. 3X 3512. REGISTERED OWNER & DRIVER AT TIME OF ACCIDENT WAS JACK STRASBURG 5955 SW 185TH. ALOHA, ORE. HE WAS NOT INJURED. THERE WERE THREE PASSENGERS IN THIS VEHICLE. THEY WERE:

EDDIE CAMERON 3344 NE 30TH PORTLAND, ORE. MR. CAMERON WAS THROWN FROM THE VEHICLE & SUSTAINED SERIOUS HEAD INJURIES.

WILLIAM PERRY 2050 SO. 99 E ORE. CITY, ORE. MR. PERRY ALSO SUSTAINED HEAD INJURIES, ALTHOUGH APPARENTLY LESS SERIOUS THAN MR. CAMERON. ONE BYSTANDER TOLD ME THAT MR. PERRY WAS ALSO THROWN OUT, BUT I WAS UNABLE TO VERIFY THIS.

JAMES SCHULTHEISS 2615 COURTENAY RD. PORTLAND, ORE. HE WAS NOT INJURED.

THIS VEHICLE HAD A PLYWOOD CANOPY OVER THE BED, WHICH CONTAINED TWO SMALL DONKEYS. THE CANOPY WAS TORN LOOSE BY THE FORCE OF THE IMPACT, & CAME TO REST, TOGETHER, WITH BOTH DONKEYS, OFF THE SHOULDER OF THE ROAD AGAINST A PARKED TRUCK. ONE DONKEY DIED OF-

HIS WOUNDS, THE OTHER WAS VERY BADLY INJURED & WAS SUBSEQENTLY SHOT. THE DRIVER, MR. JACK STRASBURG, SAID HE WAS TRAVELING EAST IN THE PROPER LANE AT ABOUT 55-60 MPH WHEN SUDDENLY VEHICLE # 2 WAS COMING TOWARD HIM, HE WAS SKIDDING, & HE COULDN'T SAY WHAT HAD HAPPENED OR ANYTHING. HE APPEARED TO BE BADLY SHAKEN. MR. STRASBURG'S VEHICLE CAME TO REST IN THE WESTBOUND LANE APPROX. 200' DOWN THE ROAD FROM THE POINT OF IMPACT, POINTED WEST, HAVING SPUN AROUND. THERE WAS EXTENSIVE DAMAGE TO THE ENTIRE LEFT SIDE OF THIS---ETC.

VEHICLE # 2 A 1955 OR 56 MERCURY SEDAN ORE. LIC. NO. EGB 780. REGISTERED OWNER & DRIVER AT TIME OF ACCIDENT WAS

MELVIN DELOAINE OLSON RT. 1, BOX 16 SANDY, ORE. AGE 34. MR. OLSON DIED INSTANTLY OF A MASSIVE HEAD INJURY HE HAD ONE PASSENGER, PRESUMABLY HIS WIFE, FRANCIS LEE OLSON WHO GAVE HER ADDRESS AS 2151 SE 13TH PORTLAND, ORE. AGE 30. SHE LEFT THE SCENE A FEW MINUTES AFTER THE ACCIDENT HAPPENED WITH A PASSER-BY. I WAS TOLD BY A MR. CECIL JOHNSON THAT SHE HAD SOME CUTS ABOUT THE HEAD & APPEARED TO BE IN SHOCK. SHE WAS HEADED FOR HER MOTHERS IN BORING VILLAGE, ORE.

THIS VEHICLE TRAVELED LESS THAN 50 FEET FROM THE POINT OF IMPACT, COMING TO REST IN THE WEST BOUND LANE, POINTED WEST. THERE WAS EXTENSIVE DAMAGE TO THE FRONT LEFT CORNER & ENTIRE LEFT SIDE. I NOTICED PIECES OF VEHICLE # 1 IMBEDDED

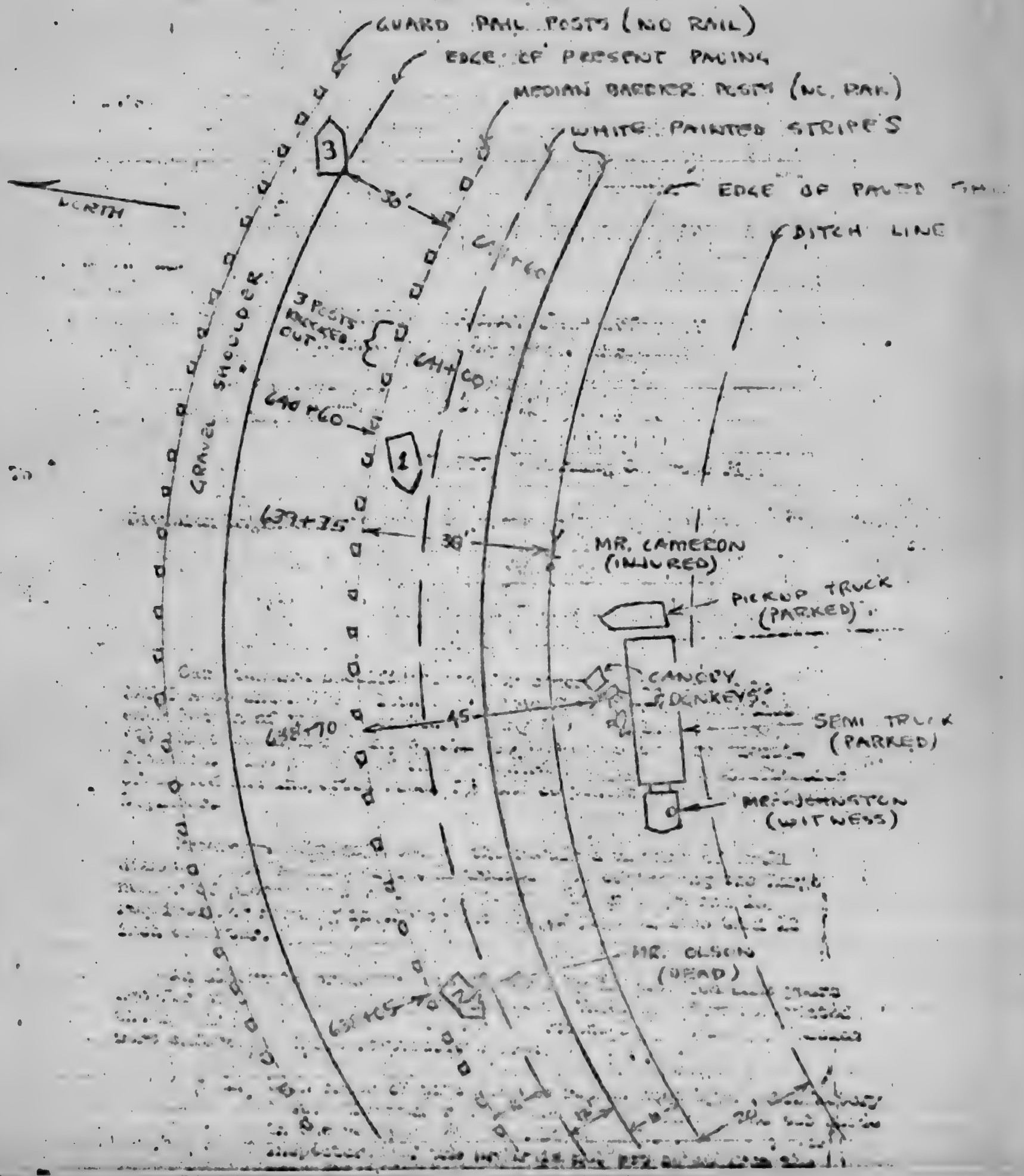
VEHICLE # 3, A LATE MODEL WHITE DODGE PICKUP - OREGON LIC. NO. FBX-082. REGISTERED OWNER & DRIVER AT TIME OF ACCIDENT WAS ROGER STEWART 19075 HINNEMAN RD ALOHA ORE. HE WAS NOT INJURED. HE HAD ONE PASSENGER, A MR. LEONARD STRABEL WHO WAS ALSO UNINJURED.
THIS VEHICLE WAS EASTBOUND FOLLOWING VEHICLE # 1. THE DRIVER TOLD ME THAT THE FIRST HE KNEW OF ANYTHING WRONG WAS WHEN VEHICLE # 1 SWERVED TO THE RIGHT JUST BEFORE THE COLLISION. HE DID NOT SEE VEHICLE # 2 UNTIL AFTER THE COLLISION HAD OCCURRED, AT WHICH TIME ~~VEHICLE #~~ VEHICLE # 1 WAS SKIDDING AHEAD OF HIM AND SPINING AROUND AND HE WAS BUSY TRYING TO AVOID HITTING VEHICLE # 1 AND THE CARS COMING FROM IT. HE WENT THROUGH THE MEDIAN AND CAME TO REST ON THE GRAVEL SHLD. OF THE FUTURE WESTBOUND LANES POINTED EAST, HAVING SOME HOW GOTTEN AHEAD OF VEHICLE # 1 DURING ITS GYRATIONS DOWN THE EASTBOUND LANES. I NOTICED A CREASE ALONG THE RIGHT SIDE & MINOR DAMAGE TO THE FRONT OF THIS VEHICLE.

WITNESS: THERE WAS A SEMI TRUCK PARKED ON THE SHOULDER FACING WEST. AT THE TIME OF THE ACCIDENT, MR. CECIL JOHNSTON RT. 1, BOX 308 A SPRINGFIELD, ORE. THE TRUCK DRIVER, WAS SITTING IN THE TRUCK. HE SHOULD HAVE BEEN ABLE TO SEE WHAT HAPPENED QUITE WELL, & TOLD ME HE THOUGHT THAT VEHICLE # 1 MIGHT HAVE BEEN A TIRE JUST BEFORE THE COLLISION.

OFFICER TOM ASHMORE OF THE STATE POLICE FROM THE DALLAS INVESTIGATED THE ACCIDENT.

CASCADE LOCKS - MITCHELL POINT SEC.
COLUMBIA RIVER HIGHWAY
ROGERS CONST. CO. - CONTRACTOR
CONTRACT # 6858

SKETCH OF ACCIDENT OCCURRING OCT. 27, 1967
BY J.M. EGGE OREGON HIGHWAY DEPT. - HQ.



PAGE 5 (1)

LIST OF SIGNS IN VICINITY OF FATAL ACCIDENT AT STA. 638+50 ON OCT. 27, 1967

SIGNS VISIBLE TO WESTBOUND TRAFFIC:

STATION	LOCATION	LEGEND
665+00	MEDIAN	TWO WAY TRAFFIC
681+50	"	"
691+00	"	CONST. SPEED 45
720+75	"	TWO WAY TRAFFIC
720+75	"	TURN ON LIGHTS
747+00	"	TWO WAY TRAFFIC
772+40	"	TWO WAY TRAFFIC

SIGNS VISIBLE TO EASTBOUND TRAFFIC:

STATION	LOCATION	LEGEND
613+50	SHLD.	CONST. SPEED 45
584+25	MEDIAN	TWO WAY TRAFFIC
580+00	MEDIAN	TWO WAY TRAFFIC
574+25	MEDIAN	TWO WAY TRAFFIC
570+00	SHLD.	DO NOT PASS
569+90	MEDIAN	DO NOT PASS
566+00	MEDIAN	TWO WAY TRAFFIC
561+10	MEDIAN	TWO WAY TRAFFIC
554+25	MEDIAN	TWO WAY TRAFFIC
554+25	MEDIAN	TURN ON LIGHTS
549+80	MEDIAN	DO NOT PASS
549+00	SHLD.	DO NOT PASS

Klaboe

FORM S-50 5000 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

P. O. Box 617, Hood River 97031
October 31, 1967

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Signs in Place
Cascade Locks--Mitchell Point
Columbia River Highway
Rogers Construction Company
Contract 6858

Enclosed is a log of signs in place on the above mentioned project as requested.

You will note that there are individual lists for those signs visible to Eastbound and Westbound traffic.

Glenn A. Starkey
Resident Engineer

cc: L. W. Rulien

Two way traffic signs - 169
45 mile signs 16 Jpk.

Total signs 276 ±

NOTED
F. B. KLABOE

Routing

Morgan	MF	Pease	E
Docker		Morelock	
Bond		Trout	
Barbee		Scott	
Walker		Wills	
Glenn		Litchfield	
Swan		Olson	

RECEIVED
NOV 1 1967
CONSTRUCTION DIVISION

REFERRED TO
Porter - Cooper
BY ASST. STATE HWY. ENGR.
Info.

D. Pritchard

Signs Visible to West Bound Traffic.

Station	Median	Shldr
0 +50		End Freeway 1 mile
30 +00		Construction Speed 45
4 +00		End Freeway ½ mile
14 +20	End Free Way ½ mile	
968+50		Slow
963+60		Divided Highway ends
963+60	Divided Highway ends	
958+20	Pavement Narrows	
957+70		Pavement Narrows
954+50		No passing Next 1000 ft
953+20	Use Right Lane	
949+30	Two Way Traffic Keep Right (with Blinker)	
949+10		12 x10 Two Way Traffic
		13 miles Pass with Care
946+50		ob
945+50		ID Sign
944+00		Two Way Traffic Keep Right
936+00	Traffic in West Bound Lanes	
935+50	Two way traffic - Keep Right	
934+50		Construction Speed 45
929+20		— Slow —
925+30		Construction Speed
" "		Two Way Traffic
922+40		Turn on Lights
		way Traffic - Next
917+50		Congestion
909+80		Two Way Traffic
" "		Turn on Lights
899+50	Two way Traffic	
898+00		Two Way Traffic
" "		Turn on Lights
886+50	Two Way Traffic	
885+50		Two way Traffic

O. Aitchard

Signs Visible to Westbound Traffic

Station	Median	Shldr
878+00	Two way Traffic	Two way Traffic Turn on Lights
867+00		Two way Traffic Turn on Lights
859+80		Two way Traffic Pass with Care
849+00		
845+00	Turn on Lights	
844+70		Two way Traffic
837+80	Two way Traffic	Two way Traffic Turn on Lights
828+00		Pass with Care
824+50	Turn on Lights	Two way Traffic
818+00	Two way Traffic	
815+50		Construction Speed 4
909+00		Two way Traffic
" "		Turn on Lights
802+00	Two way Traffic	Two way Traffic Keep Right
798+80		Left Arrow Symbol
793+20		Two way Traffic
789+00	Traffic to East Bound Lanes	
	Shldr.	Median
786+00		Two way Traffic Keep Right
" "		Turn on Lights
772+40		Two way Traffic
762+80	Two way Traffic	
757+40		Two way Traffic
747+20		Two way Traffic
739+40		Two way Traffic
" "		Turn on Lights
733+00		Two way Traffic
729+00		Pass with care
719+70		Two way Traffic
" "		Turn on Lights
710+90		Two way Traffic

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10-31-67

D. Paiteland

Signs Visible to Westbound Traffic

Station	Shldr.	Median
707+00	Two way Traffic	
695+00		Two way Traffic
690+70		Construction Speed 4
		Turn on Lights
681+40		Two way Traff
678+00	Two way Traffic	
664+90		Two way Traffic
654+70	Two way traffic	
653+80		Two way Traffic
642+70		Two way Traffic
613+50	Two way Traffic	
610+80		Two way Traffic
600+20		Two way Traffic
589+00		Do Not Pass
588+25	Do Not Pass	
580+00		Two way Traffic
574+00		Two way Traffic
570+00	Do Not Pass	Do Not Pass
566+00		Two way Traffic
561+00		Two way Traffic
554+20		Two way Traffic
550+00		Construction Speed 45
543+00		Two way Traffic
528+60		Two way Traffic
514+50		Two way Traffic
508+30	Two way Traffic	
491+00		Two way Traffic
" "		Turn on Lights
484+80	Two way Traffic	
478+50		Two way Traffic
466+90	Two way Traffic	
466+60		Two way Traffic
459+50		Two way Traffic

4 - 4
10-31-67

D. Pritchard

Signs Visable to Westbound Traffic

Station	Shld.	Median
448 +00		Two way Traffic
442 +50		Construction Speed 45
437 +70	Two ways Traffic	
429 +70		Two ways Traffic
418 +60		Two way Traffic
406 +00		Two way traffic
391 +00		Two way Traffic
382+00		Two way traffic
366+60		Two way traffic
355 +00		Two way Traffic
" "		Two on Lights
345 +80		Construction Speed 45
332 +40		Two way Traffic
323 +80		Two way Traffic
314 +00		Keep Right
" "		Two way Traffic
303 +50		Two way Traffic
293 +50		Two way Traffic
280 +40		Keep Right
265 +00		Divided Highway Ahead
259 +50		No passing Next 1000 ft
258 +40	No passing Next 1000 ft.	
253 +50	Do Not Enter	
253 +00	Cross over to Freeway Section	
	Median	Shld.
252 +00	Keep Right	

10-31-67

D. Pritchard

Signs Visible to Eastbound Traffic

Station	Median	Shldr.
197+00		end Freeway 1 mile
208+50		Construction ID Sign
211+00		Contractors ID Sign
218+50	End Freeway ½ mile	
219+00		End Freeway ½ mile Construction
" "		Turn on Lights- Two way Traffic Next 13 miles
230+00		Construction Speed 45 Divided Highway ends Pavement Narrows Form 1 line
	Form 1 line	
245+00		Construction Speed 45
	Slow (overhead	on Structure)
		Two way Traffic Keep R
253+50		East bound lanes
254+00	No 2 lane Roadway in	two way traffic
259+50		
258+40	Two way Traffic	
265+25		Construction Speed 45
266+80	Two way Traffic	
" "	Turn on Lights	
272+00		12' x 10'- Two way Traffic Next 13 miles Pass with Care
280+40	Two way Traffic	
280+70		Two way traffic Keep Right
288+30		Two way Traffic
293+50	Two way Traffic	Two way Traffic
" "		Turn on Lights
302+85		Two way Traffic
303+50	Two Way Traffic Keep Right	
309+70		Keep Right
" "		Two way Traffic

[illegible] Lake Tahoe [illegible]
[illegible] to River Hwy.
[illegible] Co ——— 2 5
10-31-67
[illegible]
[illegible]
D. Pittsburg

Signs Visible to Eastbound Traffic

Station	Median	Shldr
314+00	Two-way Traffic	
321+00		Two way Traffic - Keep Rig- Turn on Lights
323+80	Two way Traffic	
331+00		Two way Traffic
332+10	Two way Traffic	
336+60		Pass with Care
340+20	Two way Traffic	
341+00		Two way Traffic
352+80		Two way Traffic Keep R
353+60	Slow	
363+30		Two way Traffic
366+60	Two way Traffic	
" "	Turn on Lights	
373+50		Construction Speed 45
" "		Two way Traffic - Keep Rig-
380+00		Keep Right
" "		Two way Traffic
382+00	Two way Traffic	
" "	Turn on Lights	
391+00	Two way Traffic	
391+70		Two Way Traffic
400+30	Two way Traffic	Two way Traffic
" "	Turn on Lights	
412+00		Two way Traffic
418+60	Two way Traffic	
420+00		Two way Traffic
429+70	Two way Traffic	Two way Traffic
437+70		Two way Traffic
442+50	Two way Traffic	
448+00		Two way Traffic
454+20	Two way Traffic	
457+00		Two way Traffic
" "		

[redacted]

3 5
10-31-67

[redacted]

Prelix 614-1063

D. Pritchard

Signs Visible to Eastbound Traffic

Station	Median	Shldr.
459+50	Two way Traffic	
466+90		Keep Right
" "		Two way Traffic
472+00		Pass with care
474+00	Two way Traffic	
" "	Turn on Lights	
476+70		Two way Traffic
482+00	Two way Traffic	Two way Traffic
486+80		Construction Speed 45
" "		Two way Traffic
491+00	Turn on Lights	
495+50		Two way Traffic
508+30		Two way Traffic
514+50	Two way Traffic	
517+25		Two way Traffic
527+75		Two way Traffic
528+60	Two way Traffic	
543+00	Two way Traffic	
549+00		Do Not Pass
550+00	Do Not Pass	
" "	Two way Traffic	
554+20	Two way Traffic	Two way Traffic
" "	Turn on Lights	
561+00	Two way Traffic	
566+00	Two way Traffic	
570+00	Do Not Pass	Do Not Pass
574+00	Two way Traffic	
580+00	Two way Traffic	
584+50	Two way Traffic	
588+25		Two way Traffic
589+00	Turn on Lights	
597+50		Two way Traffic
599+00		Pass with Care
607+40		Two way Traffic

4 . 5
10-31-61

D. Pritchard

Signs Visible to Eastbound Traffic

Station	Median	Shldr
610 +80	Two way Traffic	Construction Speed 4
613 +50		
635+75	Two way Traffic	
642 +70	Two way Traffic	
653 +80	Two way Traffic	
" "	Turn on Lights	
		Two way Traffic
654+50		Two way Traffic
663 +10		
664+90	Two way Traffic	
673+75		Two Way Traffic
679+00		Two way Traffic
		Two way Traffic
689+60		
690+70	Two way Traffic	
" "	Turn on Lights	
		Two way Traffic
700+60		Two way Traffic Keep Right
707+00		
710+30	Two way Traffic	
719+70	Two way Traffic	
		Two way Traffic
720+50		Turn on Lights
" "		Construction Speed 45
727+50		
733 +00	Two way Traffic	
739+40	Two way Traffic	
" "	Turn on Lights	
	Two way Traffic	
747+20	Turn on Lights	
" "		
	Two way Traffic	
757+40		Two way Traffic
762+80		Slow
773+80		
778+00		Two way Traffic Keep
789+00	Traffic to Westbound	
	Side	Median
		Two way traffic
792+25		

D. Pritchard

Signs Visible to Eastbound Traffic

Station	Shield	Median
802+00	Two way Traffic	
809+00	Two way Traffic	
815+50		Two way Traffic
824+50	Two way Traffic	Two way Traffic
837+80		Construction Speed 45
849+60		Two way Traffic
850+00		Two way Traffic Keep
870+75		Two way Traffic
"		Turn on Lights
898+00	Two way Traffic	Two way Traffic
899+50		
909+80	Two way Traffic	Divided Highway Ahead
926+40		Do Not Pass
936+00		Keep to the Right
"		
943+00	To Indiana Freeway	

RECEIVED
NOV 2 - 1967
STATE OF OREGON
I-5(N)-2(35)213
6858

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 31, 1967

Hood River County Jaycettes
Jaycee Hut
Hood River, Oregon

Dear Jaycettes:

In response to your message, I have been in consultation with Police and Highway officials regarding the traffic problem in the Cascade Locks area. Both these departments have had investigations made by their most competent personnel. Both will intensify their efforts to insure safe traffic conditions. Police have doubled patrols and the Highway Department has given attention to additional signing. It is my hope that these measures will be effective in reduction of traffic accidents.

Sincerely,

Tom McCall
Governor

TM:wv

cc: Mr. Forrest Cooper

P.S. Like letters sent to the following:
Mr. Arnold Bowers
Hood River Public Schools

Mr. Earl Wheeler, Chairman
Community Service Committee
Hood River, Oregon

Mr. Stanley V. Ludeman
Hood River, Oregon

Mr. Charles F. Beardsley
2405 1/2 W. Eugene
Hood River, Oregon

NOTED
F. B. KLABOE

RECEIVED
NOV 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

RECEIVED
OCT 30 1967

I-84(N)-2(35)-13
6858

October 30, 1967

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor McCall:

I have been in conference with Superintendent Holcomb in regard to traffic control measures on the construction project in the vicinity of Cascade Locks where several lives have been lost.

Currently, the posts for the median rail have been placed throughout the length of the project; traffic is confined to two lanes, one in each direction, on one side of the median while construction operations are being carried on on the other side of the median. This is the most expeditious method to complete the facility without traffic being involved in the construction operations.

This section of road has always been two lane and we are now in the process of converting it to a four-lane freeway. We are within a few days of completion of the surfacing portion of the work and had hoped that before the onset of winter, traffic could be separated. Construction under conditions that exist at the Columbia River Gorge is difficult at best and we have tried by the placement of signs and warning devices to minimize the danger.

To the best of our information, the recent fatalities have been attributable to equipment or tire failure. Traffic has shown considerable disregard for the speed control signs, but Superintendent Holcomb informs me he has doubled his patrols and is using radar as a speed control tool. I hesitate to recommend any more stringent methods at this time.

I attach for your use a suggested rough draft of a wire to forward in answer to those telegrams which you have received and which are attached.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
F. D. Morgan
L. W. Rulien

TE:ja srb

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION

Columbia River Hwy.

Hwy. No. 2 Rte. No. I-80N US30

From M.P. 43.18 - E.C.L. of Cascade Locks

To M.P. 60.98 - W.C.L. of Hood River

Period Covered: 1-1-59 to 8-31-67

	COLLISION TYPE													CLASSIF.					
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
1959													53				5		
1960													58				1		
1961													42				2		
1962													54				2		
1963													44				4		
1964													84				2		
Grading Cont. Let → 1965													103				3		
March 1965 1966													68				6		
THRU Sept. 9 Mos.-1967													42				1		
1967 = TOTAL													548				26 + 3	IN	OCTOBER = 29 Killed

This is a fast message unless its deferred character is indicated by the proper symbol.

W. P. MARSHALL
CHAIRMAN OF THE BOARD

TELEGRAM

R. W. McFALL
PRESIDENT

DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

1967 OCT 27 PM 5 34

PRA126

PR LLC080 TDPR HOOD RIVER ORG 27 511P PDT=
GOVERNOR TOM MCCALL, GOVERNORS MANSION=
SALEM ORG=

:12 LIVES TAKEN CASCADE LOCKS HIGHWAY. URGE IMMEDIATE LAW ENFORCEMENT CO-OPERATION STATE LOCAL AGENCIES ORGANIZATION=
STANLEY V LUDEMAN HOOD RIVER OREGON=

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
W. P. MARSHALL
CHAIRMAN OF THE BOARD
TELEGRAM
R. W. McFALL
PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

1967 OCT 27 PM 5 55

PRA137

PR HRA034 NL PD=HOOD RIVER ORG 27 =
GOV. TOM MCCALL=
SALEM ORG=

LOSS OF 12 LIVES NUMEROUS INJURIES , ORPHANED CHILDREN IN TRAFFIC ACCIDENTS ON HIGHWAY 80N , CONSTRUCTION AREA VICINITY OF CASCADE LOCKS, SHOCKING. DIRVERS IGNORE POSTED SIGNES , 45 MILE SPEED LIMIT, NO PASSING, 2 WAY TRAFFIC. URGE IMMEDIATE AND STRINGENT LAW ENFORCEMENT, BOLD SAFETY CAMPAIGN INVOLVING STATE AND LOCAL AGENCIES AND ORGANIZATIONS=
ARNOLD BOWERS, SCHOOL SUPT HOOD RIVER OREGON .

Class of Service
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION TELEGRAM

W. P. MARSHALL, Chairman of The Board
R. W. McFALL, President

SYMBOLS
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1967 OCT 27 PM

PRA138

PR HRA035 NL PD=HOOD RIVER ORG 27 =
GOVERNOR TOM MCALL=
SALEM ORG=

URGE YOU INITIATE POSITIVE ACTION TO REDUCE ACCIDENTS AND LOSS OF LIFE BRING EXPERERIENCED ON HIGHWAY 80 N VICINITY OF CASCADE LOCKS. SIGNS AND RESTRICTIONS ARE NOT EFFECTIVE. STRICT ENFORCEMENT AND BETTER LIGHTING NECESSARY. REQUEST ORGANIZATION OF STATE AND LOCAL AGENCIES TO ENFORCE MEASURES TO REMEDY THIS HAZARDOUS CONDITION=

EARL WHEELER CHAIRMAN COMMUNITY SERVICE COMMITTEE HOOD RIVER ROTARY .

Class of Service
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION TELEGRAM

W. P. MARSHALL, Chairman of The Board
R. W. McFALL, President

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA148

1967 OCT 27 PM 6 34

PR HRA050 NL PD=HOOD RIVER ORG 27 =
GOV TOM MCCALL=
SALEM ORE=

A HIGHWAY PROBLEM SUCH AS WE HAVE IN HOOD RIVER COUNTY ON INTERSTATE IPN NEEDS IMMEDIATE ATTENTION, NOW. TRAFFIC LIGHTS , STRICTER POLICING, AND A MAXIMUM SPEED OF 45 MILES AN HOUR SHOULD BE IMPLEMENTED IN THE TRAFFIC FLOW TONIGHT BEFORE MANY MORE LIVES ARE LOST. YOUR IMMEDIATE ATTENTION NEEDED NOW=

CHARLES F BEARDSLEY ,

This is a fast message unless its deferred character is indicated by the proper symbol.

W. P. MARSHALL
CHAIRMAN OF THE BOARD

TELEGRAM

R. W. McFALL
PRESIDENT

DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

1967 OCT 27 PM 9 49

PRA176

PR LLA324 NL PD=TDPR HOOD RIVER ORG 27=

:GOV TOM MCCALL=

SALEM ORG=

:DEAR GOV MCCALL. WE AS MOTHERS, WIVES AND WOMEN OF THE COMMUNITY URGE YOUR IMMEDIATE ACTION AS TO HAVING MORE PRECAUTIONS SET UP AT THE CONSTRUCTION AREA BETWEEN HOODRIVER AND CASCADE LOCKS. WE HAVE LOST TWO FAMILIES FROM HOODRIVER IN ACCIDENTS IN THIS AREA. IN ONE ACCIDENT BOTH PARENTS WERE KILLED LEAVING THREE CHILDREN HOMELESS. IN THE OTHER ACCIDENT ONE SON AND FATHER WERE KILLED LEAVING A MOTHER AND DAUGHTER. WE HOPE BY BRINGING THIS TO YOUR OWN PERSONAL ATTENTION SOMETHING WILL BE DONE.

WE ARE BECOMING AFRAID TO TRAVEL ON THIS HIGHWAY. THANK YOU=

HOODRIVER COUNTY JAYCETTES.

CF

RECEIVED
OCT 27 1967
FILING
I-80N-2(35)43
6858

Salem, Oregon 97310
October 26, 1967

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

2(35)

Please prepare a transmittal to the Bureau for the additional half-interchange at the location of the existing East Cascade Locks Interchange.

Your transmittal should emphasize the desirability of eliminating half-interchanges due to the inherent hazards. You should also emphasize the fact that this interchange is being used illegally by many people.

I further suggest that you get a hold of Mr. Edwards' letter to the Bureau concerning the Woolpern Interchange. Use any information pertinent in this case in your transmittal.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe

I-80N-2(35)43
6858

Form E-208—6M

OREGON STATE HIGHWAY DEPARTMENT

funds are
Date G-1-P
OCT 31 1967
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Cascade Locks-Mitchell Point
Date October 26, 1967
Highway Columbia River
Contract No. 6858
County Hood River
Prefix 614-1063
Contractor Rogers Construction Company
F. A. Project No. I-80N-2(35)43
Address 11760 N. E. Glisan St., Portland, Oregon
Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place topsoil in median

Location by station numbers:

209+50 to 226+00

RECEIVED
NOV 7 1967
OFFICE
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Material	$ 200.00
Equipment	1,000.00
Labor	300.00
	$1,500.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Soil required in median to flatten slopes in conformance with Sheet 2 of plans as revised 7-28-67. Nothing set up in contract. Work to begin about Nov. 2, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 3,924,728.38
Present estimate of project cost, including $ 1,500.00 for work under this order	$ 4,061,397.55
Expected under-run amount	$ 136,669.17
Expected under-run per cent	3.5%

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Starkey, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or [illegible]

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved: /s/ [illegible] Young
Young 11-9-67

FORM S-30 SOH 10-66

Routing

Mason
Decker
Swan
Mar lock
Trout
Scott
Wile
Light sid
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
NOV 1 1967
CONSTRUCTION DIVISION

P. O. Box 617, Hood River 97031
October 25, 1967

F.D. Morgan

SUBJECT: Accident 10-20-67
Cascade Locks--Mitchell Point
Columbia River Highway
Rogers Construction Company
Contract 6858

To: L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

ATTENTION: Mr. Keasey

An accident occurred at 8:40 P.M., October 20, 1967, at Sta. 331+00. Traffic was flowing two way over the completed eastbound lanes from Sta. 250 to 795. The center stripe and fog lines were in existence on these lanes. Traffic was extremely heavy at the time. Our paving plant inspector, Douglas E. Tietze, witnessed the accident.

The following vehicles were involved:

VEHICLE #1: 1959 Willys Station Wagon, Oregon License 2Q-286
Registered Owner: Michael E. Malloy, 7135 N.E. Emerson, Portland
Operator: Same, Age 24
Taken to Providence Hospital, Portland
Passenger: Ed Larry Offley, Age 26, 4403 N.E. 16th, Portland
Taken to Providence Hospital, Portland
Passenger: Rick Lee Eaton, Age 17, 4524 N. Albina, Portland
Not hospitalized

NOTED
F. B. KLABOE

VEHICLE #2: 1963 Chev. Pickup, Oregon License 7Q-5678, towing
Camping Trailer, Oregon License C 72-999
Registered Owner: Lucius & Dorothy Bradford, 2428 N. Bothwick, Portland
Operator: Name not available (probably Lucius Bradford)
Taken to Providence Hospital
Passenger: Name not available (probably Dorothy Bradford)
Taken to Providence Hospital

VEHICLE #3: Ford Sedan, Washington License EED 260
Operator: Ray Ibach, 409 S 13th St., Yakima, Washington
Not hospitalized

VEHICLE #4: Studebaker Sedan, California License ENS 518
Operator: William Nixon, Rt. 1, Box 23, Amity, Oregon
Not hospitalized

Eastbound Vehicle #1 attempted to pass in heavy traffic. It collided headon with westbound Vehicle #2, forcing the latter through the median barrier posts.

Vehicle #3 was westbound several cars behind Vehicle #2 and in braking was struck from the rear by westbound Vehicle #4.

RECEIVED
NOV 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

It is difficult to believe the operator of Vehicle #1 thought he was traveling on a four lane freeway in view of the fact that he had passed a substantial number of westbound cars in the opposing lane.

Our inspector reported that he observed numerous beer cans in Vehicle #1, some of which had been opened, as well an an opened liquor bottle. He also stated that the interior reeked with the smell of liquor.

Upon the recommendation of the Oregon State Police, the entire project is being posted with 45 M.P.H. construction speed signs.

The writer has further recommended that three 10'x5' signs be considered for installation on either end of the project with the following legends:

Number 1: "Extreme Danger"
Number 2: "Two Way Traffic Next 13 Miles"
Number 3: "Pass With Care"

It is apparent that with reasonable weather the highway will be completed and opened to one way traffic about November 20, 1967.

A sketch and copies of our inspector's report are enclosed.

The following is a list of signs in view approaching the accident scene:

EASTBOUND

STATION	MEDIAN BARRIER	℄	SHOULDER
---			End Freeway 1 Mile
---			Contractors ID Sign
218+50	End Freeway ½ Mile		
219+00			End Freeway ½ Mile &
			Construction
226+00			Turn on Lights--Two Way
			Traffic Next 13 Miles (5x10')
230+00			Basic Speed 55 Miles
			Trucks 50
232+80			Divided Highway Ends
237+00			Pavement Narrows
240+00			Form 1 Line
240+50	Form 1 Line		
245+00			Basic Speed 55 Miles
			Trucks 50
247+00		Slow (on structure)	
249+75	Slow (in island) (jack)		
253+50			Two Way Traffic &
			Keep Right (Jack)
258+50			Two Way Traffic (Jack)
259+50	Two Way Traffic		
267+00	Two Way Traffic		
293+55	Two Way Traffic		Two Way Traffic &
			Turn On Lights
302+25			Two Way Traffic
314+00	Two Way Traffic		
328+50			Two Way Traffic
- - -		WESTBOUND	
404	Two Way Traffic		
428	Two Way Traffic		

Glenn A. Starkey
Resident Engineer

SCADE LOCKS--MITCHELL POINT
COLUMBIA RIVER HIGHWAY
ROGERS CONSTRUCTION COMPANY
CONTRACT 6858

ACCIDENT 10-20-67

At approximately 8:40 P.M. on October 20, 1967, while I was eastbound in the untraveled westbound lanes, I witnessed an automobile accident at Station 331+00.

The following vehicles were involved:

VEHICLE #1: a 1959 Willys Station Wagon, Oregon Lic. 2Q-986, registered to Mike Malloy, 7135 N. E. Emerson, Street, Portland, Oregon, which was eastbound attempted to pass another eastbound vehicle or vehicles on a curve between Stations 320+00 and 335+00. At approximately Station 331+00 the vehicle described above collided headon or nearly headon with VEHICLE #2, a 1963 Chevrolet Pickup, Oregon Lic. 7Q-5678, registered to Lucius and Dorothy Bradford, Portland, Oregon, towing a small camping trailer, Oregon Lic. C 72-999, which was westbound in the westbound lane.

VEHICLE #3, a Ford Sedan, Washington Lic. EED 260, driven by Ray Ibach, 409 S. 13th Street, Yakima, Washington, which was westbound several vehicles behind vehicle #2, applied his brakes to avoid the accident and was struck from behind by VEHICLE #4, a Studebaker Sedan, California Lic. ENS 518, driven by William Nixon, Rt. 1, Box 23, Amity, Oregon. Neither vehicle carried any passengers other than the drivers. Both vehicles sustained minor damage, neither driver was injured.

Vehicle #2 overturned and smashed into the median barrier posts, breaking off 4 and damaging 2, where it came to rest. The distance from point of impact to the point where it came to rest was approximately 50 feet. Two people occupied this vehicle, the driver and a female companion. The driver appeared to be seriously injured, the passenger showed only minor lacerations. The point of impact on this vehicle seemed to be the left front corner. The vehicle was damaged heavily on front, top, and left side.

Vehicle No. 1 proceeded approximately 180' from the point of impact to the point where it came to rest in the ditchline along the eastbound land. Three people occupied this vehicle, the driver and two male companions. The driver and the passenger in the front seat were very seriously injured. The passenger in the rear seat escaped without serious injury. The point of impact on this vehicle was difficult to determine as the entire left side of the vehicle was completely torn off.

After several persons stopped to render aid at the scene of the accident I left for approximately 5 minutes to summon the State Police after which I returned to the scene of the accident. The injured persons were removed by ambulance to Providence Hospital in Portland.

Both Vehicle #1 and Vehicle #2 seemed to be either going to or returning from a hunting trip from the equipment they contained; i.e., guns, sleeping bags, etc. Seat belts were not in use in either vehicle. I observed quite a number of beer cans both opened and unopened and a liquor bottle with the seal broken in and around Vehicle #1. This vehicle reeked with the smell of liquor.

Traffic at the time was heavy and the pavement was dry. At Station 309+00 a Keep Right sign was in place on the right shoulder of the eastbound lane facing the eastbound traffic. At Station 314+00 a Two Way Traffic sign facing eastbound

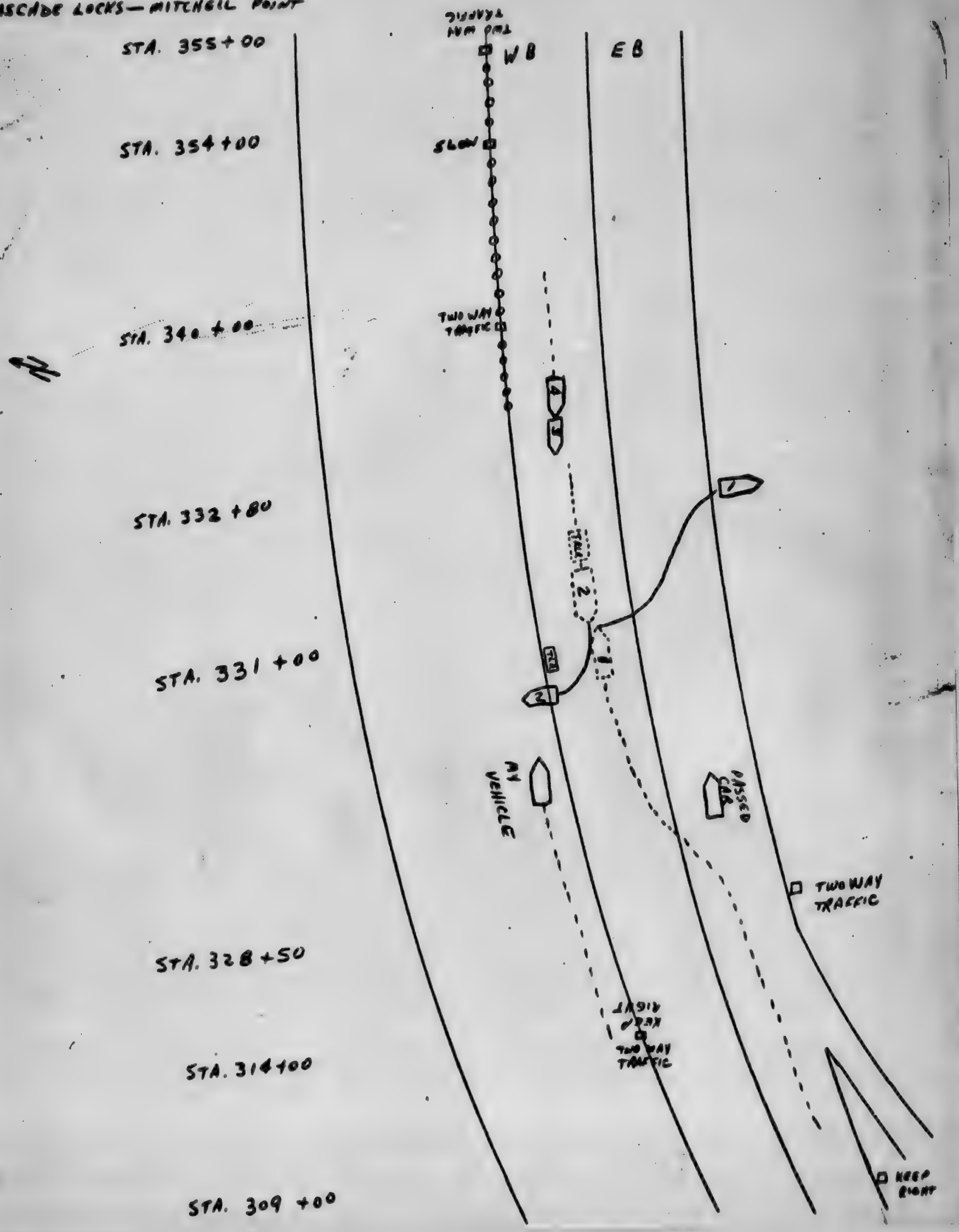
traffic and a Keep Right sign facing westbound traffic was in place in the median area. At Station 328+50 a Two Way Traffic SIGN was in place on the right shoulder of the eastbound lane facing eastbound traffic. At Station 340+00 a Two Way Traffic sign was in place in the median area facing eastbound traffic. At Station 354+00 a Slow sign was in place in the median area facing eastbound traffic. At Station 355+00 a Two Way Traffic sign was in place in median area, facing westbound traffic.

Douglas Tietze

Douglas E. Tietze
E. T. II

10/21/67

ACCIDENT 10-20-67
CASCADE LOCKS—MITCHELL POINT



FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

P. O. Box 617, Hood River 97031
October 20, 1967

F. D. Morgan

To: Mr. L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

SUBJECT: Fatal Accident 10-13-67
Cascade Locks-Mitchell Point
Columbia River Highway
Rogers Construction Company
Contract 6858

A three car accident occurred at approximately Sta. 312 at 5:10 p.m., October 13, 1967. The highway was wet and it was raining. Traffic was extremely heavy as deer hunters in campers were very numerous. Traffic was flowing two way over the completed eastbound lanes from Sta. 250 to 795. The center stripe and fog lines were in existence in these lanes.

Information regarding the accident was obtained from the State Police report as we were unable to obtain any reliable data at the late time of our investigation. The police report is enclosed.

The conclusion from the report is that eastbound car #2 attempted to pass without sufficient clearance, striking westbound car #1 and continuing in the wrong lane to strike car #3 causing the instant death of Mr. & Mrs. Raymond Stansiefard in car #3, and the subsequent death of their son, Ronald, who died in a Portland hospital. It is understood that the driver of car #2 (William Hunker) is still in critical condition. You will note that the State Police are issuing a summons to Mr. Hunker for "Failure to Drive to the Right."

In view of the heavy volume of opposing traffic encountered by vehicle #2 prior to passing and the signs posted, it is difficult to believe that he thought he was on a 4-lane highway.

The following is a list of signs visible to eastbound traffic approaching the scene and also those signs immediately east which were visible to westbound traffic.

NOTED
F. B. KLABOE

NOTED
R. I. FORRESTER

Routing

5 Morgan
2 Decker
1 Bond
Barbee
3 Walker
4

Pease
Morelock
Trout
Scott

RECEIVED
OCT 23 1967

REFERRED TO

By Asst. State Hwy. Engr.

EASTBOUND

STATION	MEDIAN BARRIER		SHOULDER	
314+00	Two Way Traffic			
308+25			Two Way Traffic	
293+55	Two Way Traffic		Two Way Traffic & Turn on Lights	
267+00	Two Way Traffic			
259+50	Two Way Traffic			
258+50			Two Way Traffic	(Jack)
253+50			Two Way Traffic & Keep Right	(Jack)
249+75	Slow (in island)			
247+00		Slow (on structure)		
245+00			Basic Speed 55 Miles Trucks 50	(Post)
240+50	Form 1 line		Form 1 line	(Post)
240+00			Pavement Narrows	(Post)
237+00			Divided Highway Ends	(Post)
232+80			Basic Speed 55 Miles Trucks 50	(Post)
230+00			Turn On Lights	
226+00			Two Way Traffic	(2 Post)
			Next 13 Miles	(10'x51')
219+00			End Freeway ½ Mile & Construction	(Post)
218+50	End Freeway ½ Mile			
			Contractor's ID Sign	
			End Freeway 1 Mile	

WESTBOUND

355+00	Two Way Traffic
314+00	Keep Right
309+60	Keep Right

Glenn A. Starkey
Resident Engineer

Form 6

VEHICLE ACCIDENT REPORT

OREGON STATE POLICE

CASCADE LOCKS-MITCHELL POINT
COLUMBIA RIVER HIGHWAY
ROGERS CONSTRUCTION CO.
CONTRACT 685B

☒ Fatal ☐ Non-fatal

County Hood River Date October 18, 1967

Location Highway 30, U.S. 46 Four miles east of Cascade Locking, Ore. Date 10-13-67 Time 5:10 P.M.

Vehicle No. 1—

Make	Type	License	Direction of Travel	Stated Speed
1966 Ford	Cab.	6B-170	West	50 to 55 MPH

ELLIOTT, FLOYD GUTHRIE, 13636 S.E. Division St., Portland — Age 64 — Operator's License 1234044
Name and Address of Operator

Same as above
Name and Address of Owner

Vehicle No. 2—

Make	Type	License	Direction of Travel	Stated Speed
1966 Ford	Station wagon	CZP-062	East	Unknown

(I) HOWE, WILLIAM RICHARD, 10062 S.E. 142nd Ave., Portland — Age 47 — Operator's License 237663
Name and address of Operator

Same as above
Name and Address of Owner

Vehicle No. 3—

Make	Type	License	Direction of Travel	Stated Speed
1963 Rambler	Station wagon	5F 5831	West	Unknown

(X) STAMEMPORD, RAYMOND GRANT, Rt. 4, Box 577A, Hood River — Age 38 — Operator's License 660510
Name and Address of Operator

Same as above
Name and Address of Owner

Pedestrian
Name and Address — Age

Passengers
Name and Address — In Vehicle — Age

ELLIOTT, LORENE OCHILL, 13636 S.E. Division St., Portland — #1 — 56

(X) STAMEMPORD, JEANETTE JOY, Rt. 4, Box 577A, Hood River — #2 — 35

(I) STAMEMPORD, DANIEL (unknown) Rt. 4, Box 577A, Hood River — #3 — Unknown

(I) STAMEMPORD, RONALD (unknown) Rt. 4, Box 577A, Hood River — #3 — Unknown

STAMEMPORD, (Unknown Unknown) Rt. 4, Box 577A, Hood River — #3 — Unknown

Name and Address

NARRATIVE

Arrived at accident scene at 3:30 P.M. The highway was wet and a fine mist of rain was falling. Daylight hours, visibility fair, traffic was very heavy.

Accident occurred on a two lane highway which measured 24 feet, divided equally by a broken center line. Just north of these temporary lanes the highway is under construction for a proposed four lane highway. The present east and west bound traffic is using the east bound lanes of the new proposed freeway.

Vehicle #1 was located in an upright position heading north. The front end was up against a center guard post. The driver and passenger were in the car, were using their seat belts and did not receive any injuries. The vehicle had extensive front end damage and the left rear fender was badly bent and torn.

Vehicle #2 had gone through the center guard posts and come to rest on the unused west bound lanes of the freeway. The driver, William Hunter, was found in the vehicle unconscious. It is unknown if he was wearing his seat belt. The vehicle had extensive damage to the entire body.

Vehicle #3 was headed west and was located in the middle of the west bound lane. The vehicle had extensive front end damage. The driver, Raymond Stanleford, and the passenger, Jeanette Stanleford, were in the car and were pronounced dead by the Hood River County Medical Examiner. Daniel Stanleford, passenger, complained of shoulder pain and injured right arm. Ronald Stanleford, passenger, was unconscious. The young Stanleford girl, first and middle name unknown, was taken to another vehicle and had no injuries. No seat belts were in this vehicle.

It appears that vehicle #1 was west bound at a stated speed of 50 to 55 MPH. Vehicle #2 was east bound at an unknown speed and traveling in the east bound lane. Vehicle #2 struck vehicle #1 on the left side and continued eastward in the west bound lane, then struck vehicle #3 almost broadside.

Corporal Avalos assisted this officer with the accident investigation.

For statements see attached page.

ACTION TAKEN

First Aid given to Daniel Stanleford. Cascade Locks and Hood River ambulances both called. Two of Max Neff's tow trucks were called and all three vehicles were stored at Max Neff's wrecking yard at Cascade Locks. Due to condition of vehicles, brakes and lights were not checked. William Hunter and Ronald Stanleford were taken to Providence Hospital by Cascade Locks ambulance. Daniel Stanleford and the Stanleford girl were taken to Hood River Hospital by the Hood River ambulance and later transferred to Providence Hospital. Raymond Stanleford and Jeanette Stanleford were taken to the Anderson Funeral Home in Hood River. A summons will be issued to William Hunter for Failure to Drive Right Side of Highway.

Indicate before name:
(I)—Injured
(K)—Killed

Attach Diagram

OFFICER

STATEMENTS

ELLIOTT, Floyd Cuthbert, operator of vehicle #1. Mr. Elliott stated in substance that he was traveling towards Portland (westbound) at about 30 to 35 MPH. He saw a station wagon traveling east which was light in color, and it was coming towards him. The other car went over the white line. He did not think the other car was passing, but it kept coming towards him. He thought he could pull over, but was wondering where to go. The other car hit the front of his car and the impact caused the back end to come around and he went into the guard post. There was a car behind him. He had his lights on.

ELLIOTT, Leonah Heald, passenger in vehicle #1. Mrs. Elliott stated in substance that they were traveling towards Portland, westbound. She did not know what speed they were going, her husband had been going 30 MPH. She had been watching the number of compare. There was a car pulling a trailer or camper. There was a car kind of pulling out to see ahead and then the car behind was just kept coming. Then the car behind car hit them. It was a light car that hit them. She did not know what happened to the car after it hit them but she heard a noise behind her.

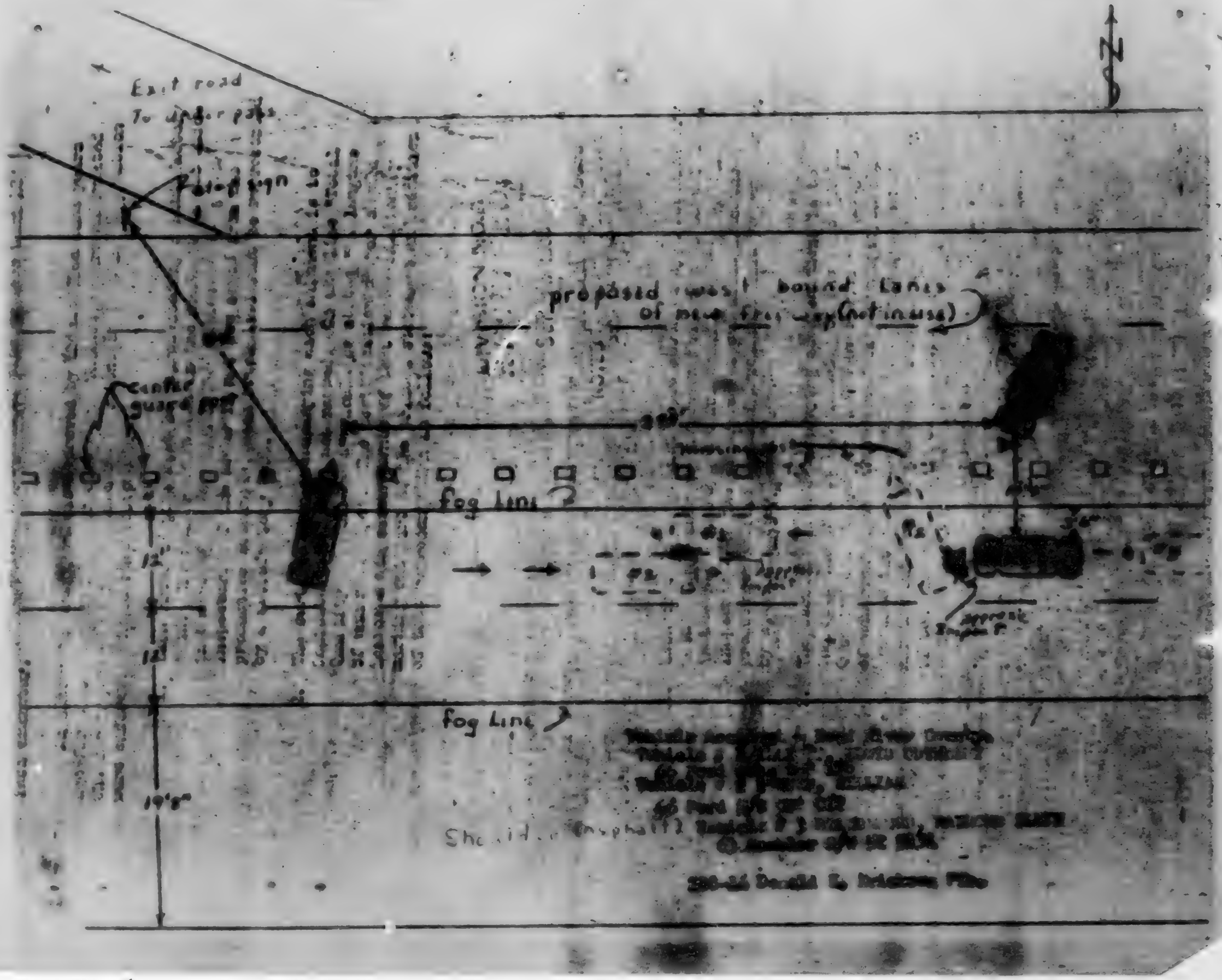
BURKE, William Richard, operator of vehicle #2. See below.

STAREMORE, Daniel, passenger in vehicle #2. See below.

STAREMORE, Donald, passenger in vehicle #2. See below.

STAREMORE, [illegible], passenger in vehicle #2. See below.

It has been requested that the Hillsdale office contact the above four subjects at the Providence Hospital to obtain statements and pertinent information. A supplemental report will follow when this information is obtained.


Exit road
To under pass
proposed west bound lanes
of new freeway (not in use)
fog line
fog line

RECEIVED
OCT 31 1967

I-8(1)-2(35)43
6858

File No. 312
Rd. No. ____ M.P. ____
City of ____
Streets ____
Rural ____ Urban ____

October 18, 1967

Miss Vinita Howard
Assistant Manager
Traffic Safety and Education Div.
Dept. of Motor Vehicles
1905 Lana Avenue NE
Salem, Oregon 97310

Dear Miss Howard:

In response to your telephone request, the following is a listing of total accidents and persons killed on that section of the Columbia River Highway between Cascade Locks and Hood River for the period from January 1, 1959 to December 31, 1966.

Year	Total Accidents	Persons Killed
1959	53	5
1960	58	1
1961	42	2
1962	54	2
1963	44	4
1964	84	2
1965	103	3
1966	68	5
Total	506	24

Very Truly Yours,

Tom Edwards
Assistant State Highway Engineer

By
R. L. Schroeder
Assistant Traffic Engineer

VPJ:hm

NOTED
L.E. GEORGE

NOTED
TOM EDWARDS

RECEIVED
FORM E-30 50M 10-65
DEC 20 1967
FOR FILING

I-8(11)-2(35) 13

6854

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1967

SUBJECT: Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

2w
— Hwy

As requested by your assignment #1968, we have studied the three additional proposals of Cascade Locks to Interstate 80N.

#6859

At the East Cascade Locks, instead of just an eastbound off ramp being designed, we instead made a full diamond interchange. This is much more practical and seems to have some merit. A plan is included and we estimate it to cost $170,000 to construct plus $3,000 for right of way. With the BPR's drive against half interchanges, maybe this revision would meet with approval.

#7029

The plan for a Third Street westbound off ramp is enclosed and is estimated to cost $55,000 to construct plus $27,000 for right of way. An isolated ramp like this is poor design and we would not recommend it.

A plan for a complete interchange at Forest Lane is enclosed which amounts to $331,000 to construct plus $16,000 for right of way. There is a power substation which it appears we can avoid with our frontage road. If not the right of way will be increased by $175,000. This interchange seems unnecessary for the area unless future traffic should warrant it. We would recommend against it at this time.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DNS:jr
Attach.

RECEIVED
OCT 10 1967
BP-23401-734

BUILDING
I-XIN-2(35)43
6858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 10, 1967

SUBJECT: Signing
E. & W. Cascade Locks
Interchanges

To: F. B. Klaboe
Asst. Highway Engineer
BUILDING

I am returning your file concerning the signing and illumination matters at the East and West Cascade Locks Interchanges.

For your information, we are preparing a plan to transmit to the Bureau requesting their approval and participation in an illumination plan for these two interchanges. This plan will be transmitted immediately upon receipt from the City of Cascade Locks of their intention to cooperate in this project by accepting the power costs and lighting out to the Interchanges.

We will also proceed to negotiate with the Bureau for approval and participation of an overhead illuminated guide sign to be placed on a cantilevered type structure at the beginning of the deceleration lane, westbound at the East Cascade Locks Interchange.

We will also proceed with arrangements to install the same type of signing facing eastbound traffic at the West Cascade Locks Interchange.

An attempt will be made to include the sign at the East Cascade Locks Interchange in the existing construction contract.

L. E. George
Assistant Traffic Engineer

LEG:njc
Attachments

cc: Tom Edwards

RECEIVED
OCT 10 1967
OREG. ST. HWY. DEPT.
SALEM, OREGON

I-80N-2(35)43

Form E-[illegible]-SM 10

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional is a G-1 Proj.
OCT 2 1967
[illegible] Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Cascade Locks-Mitchell Point Date Sept. 27, 1967

Highway Columbia River Contract No. 6858

County Hood River Prefix 614-1063

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(35)43

Address 11760 N.E. Glisan St. Portland, Oregon 97220 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove median crossover.

NOTED
F. B. KLABOE

Location by station numbers:

Station 196± to Station 210±

Estimate of quantities and cost:

Remove approximately 1,000 cu.yds. pavement and rock from median. Pavement is approximately 9 inches thick.

Equipment	$1,400.00	
Labor	500.00	
Material	100.00	
Total		$2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Mr. Grafe of B.P.R. and Mr. Keasey have given verbal approval 9-27-67.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,924,728.38	
Present estimate of project cost, including $2,000.00 for work under this order	$3,951,000.00	
Expected ~~under-run~~ over-run amount	$ 26,271.62	
Expected ~~under-run~~ over-run per cent	0.7%	

Submitted by: /s/ G. A. Starkey, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved: /s/ L. H. Young, District Engineer

SP*22377-734

young 10-19-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
DEC 20 1967

FOR FILING

I-5(1)-2(35)-13

6454

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 25, 1967

Mr. Edward G. Westerdahl, II
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

In your file

Dear Mr. Westerdahl:

As requested, we met with the officials of the City of Cascade Locks on September 14 in the Cascade Locks City Hall.

An agenda of ten items was proposed by the city officials. Five of the items were rather minor matters and will be handled locally by our Division Engineer. The other five concerned somewhat major changes in the traffic facility now in operation as a part of Interstate 80N bypassing the city. I will list them and discuss the merits of each.

#6454

1. The City would like an additional exit for eastbound traffic connecting to the East Cascade Locks Interchange. The reasons for this additional exit were stated to accommodate anyone who misses the first interchange on the west side of town and give such persons another chance to come back into town without having to travel four or five miles east on 80N. There is some small merit to this request, and we will undertake a study to see if there is any possibility of Bureau of Public Roads' interest in financing it.

#7089

2. The City requested an additional exit for westbound traffic near Third Street. This is requested for the same reason as the eastbound exit in No. 1. We can see very little merit in this request and so informed the City. However, we will scrutinize it carefully before making a final decision.

3. A complete interchange was also requested at Herman Creek easterly of Cascade Locks. The City requested this interchange to serve a proposed "Industrial Park". As you may know, there has been no development in this industrial park to date. Under the circumstances, we cannot be very optimistic about justifying the expenditure of a considerable sum of money (probably as much as $200,000) for the facility. If the City does in fact ever actually develop industry in the vicinity of Herman Creek, we would be in a much better position to interest the Bureau of Public Roads in the financing of such an interchange.

4. The City requested that the State improve the signing at both the exits now existing. The City also requested that the State provide illumination for these exits. We advised the City that we would restudy the entire matter of the signing directing people from 80N to the city of Cascade Locks and, further, that we would actively pursue approval from the Bureau of Public Roads to install illumination in both interchanges if the City would carry a City-illumination project from the end of the ramps that we may illuminate into the center of town. The City would also have to pick up the cost of the energy for any illumination provided by the State.

We were, in turn, advised by the City that it would bring this before the next Council meeting and, supposedly, pass a resolution committing the City to the criteria described above.

5. The City requested that we reanalyze the messages contained on the signs in the Cascade Locks vicinity. These signs now read "U330" and "Cascade Locks". The City would like to add "Bridge of the Gods" and "Washington points". However, the State Highway Department is rigidly controlled by the Bureau of Public Roads on sign messages. For instance, only two such messages can appear on any one sign, and the City was very strong in its desire to keep those messages that it now has. Nevertheless, we will reanalyze the sign messages and advise the City of the outcome of this investigation.

After we have finished our work in this matter, we will further advise you of the outcome.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Tom Edwards
V. D. Wolfe
F. D. Morgan
L. E. George
L. W. Rulien

IVED
OCT 20 1967

FILING
I-5(N-2(35)43
6858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 22, 1967

SUBJECT: Signing
East and West Cascade Locks
Interchanges

To: F. B. Klaboe
Assistant State Highway
Engineer
B U I L D I N G

The attached plans show both the signing that is currently under contract or that has been installed, and in red the plans also show the signing as requested by the City of Cascade Locks during our recent meeting with them. Also attached are collision diagrams of the area under consideration at both the East and the West Interchanges. The signing currently installed at the West Interchange is standard AASHO signing in all respects. The accident data does not indicate any trouble that might be charged against the signing. The eastbound off-ramp at this location is on a descending grade and does have a tendency to "disappear" particularly during the hours of darkness.

The signing at the East Interchange is temporary in nature at the moment due to the construction in the area. However, the signing in the contract for the East Interchange location is again standard interstate signing and based on our past experience, should provide for safe and adequate operation of traffic through the interchange area. Also attached is accident data for the easterly access location into Cascade Locks. It does not have much value, since we cannot correlate this data with the future signing.

I can find no justification for installing overhead signing on sign bridges as requested by the City. However, I would like to recommend with the concurrence of all interested parties including the Bureau of Public Roads, that we make an experimental installation on both the East and West Cascade Locks Interchanges of illuminating the ground mounted signs located at the beginning of the deceleration lanes and also the exit signs. This should provide at least a partial answer for some of the complaints from the group that the signs were not visible during the hours of darkness.

Approved 10-6-67
F B Klaboe
Asst. State Hwy. Engr.

This type of illumination on the west end of the city would have to be done with State forces, since we have no contract existing in the area. The East Cascade Locks Interchange signing could be illuminated with approval from the Bureau as a participating item under the existing contract.

If the City will accept this proposal, it is suggested that we request them to accept future power costs as we normally do on our roadway illumination. I have not prepared a suggested draft to the City on this matter, but if you and Mr. Edwards approve the proposal, I will prepare the necessary drafts, both to the City and to the Bureau of Public Roads. You will also find attached a series of notes used in our analysis of the Cascade Locks signing.

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

cc: Tom Edwards

RECEIVED
SEP 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 20 1967

FOR FILE

I-(CH)-2(35)213
6858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 15, 1967

To: Memo to the File

SUBJECT: Meeting
City of Cascade Locks

In Gov file
1029

Today, September 14 at 1:00 P.M., a meeting was held in the Cascade Locks City Hall at the request of the City and concerning several matters involving the Highway Department. Attending the meeting and representing the City of Cascade Locks was James J. Washburn, councilman who chaired the meeting in the absense of the mayor, and J. W. Maxfield, councilman, and Carroll J. Tweidt, councilman. Representing the Port of Cascade Locks was Harry Camblett and observing the meeting was Charles Dawell of Urban Renewal. Representatives of the State Highway Department were F. B. Klaboe, Assistant State Highway Engineer, L. E. George, Assistant Traffic Engineer and the writer.

The first subject discussed was brought up by Mr. Camblett on behalf of the Port of Cascade Locks and concerned the signing to Cascade Locks and primarily the Bridge of the Gods at both the east and west Cascade Locks interchange. It was alleged that many people desiring to utilize the Bridge of the Gods from both east and west on I-80N were experiencing difficulty in finding the exits. In short, he requested that the signing be placed overhead and that it be illuminated, and that the sign which now reads US30 and Cascade Locks at the exit also carry the message "Bridge of the Gods". It was brought up that the signing on the Interstate routing is regulated on a national basis for purposes of uniformity by the Bureau of Public Roads, and that there were rather stringent limitations on the number of messages which any sign could carry and the Bridge of the Gods could probably be moved up to the requested sign but that in that event US30 would have to be dropped from the sign. I gathered from the discussion and the reaction around the table that the City of Cascade Locks preferred the messages as they are currently on the sign if they can't have an additional message. It was pointed out that overhead signing has been done where warranted and where it could be indicated that that type of signing was favored, but that the cost of such signing was considerable. This particular subject was closed by indicating that the signing would be studied and that they would be advised of the results of this study on its conclusion.

Councilman Tweidt then posed a request that additional off ramps for eastbound I-80N traffic be provided which would tie into the east Cascade Locks interchange thus making a three-legged interchange out of what is now a two-legged interchange. This was discussed some. During the course of this discussion, the City did not appear interested in requesting a full interchange for the east Cascade Locks interchange. They indicated the need for the additional off ramp for eastbound traffic was that this traffic, if it misses the west Cascade Locks interchange, has no further opportunity to get into Cascade Locks short of Wyeth. Also as a reason was the fact that this proposed off leg would tie into the "Herman Creek Frontal Road" along which there was still some private property which would be suitable for commercial development. They were advised that their proposal would be studied and that they would be favored with an answer and, if they desired, a further opportunity to discuss findings.

Councilman Maxfield then indicated their desire for an additional westbound off leg which would lie just a little ways to the east of the west Cascade Locks interchange and which would take westbound traffic off I-80N and onto Third Street. At this point some discussion was presented indicating that if not Third Street then this ramp could terminate on the loop road which goes to the Bridge of the Gods. They were advised that this request would also be studied and that they would be notified of the outcome.

The City then proposed that the sawmill road overcrossing which has no direct connections to I-80N, and which lies about a mile east of the east Cascade Locks interchange and about a mile west of the Herman Creek interchange, be converted to a full four-way interchange. Their stated reason was that the Port of Cascade Locks has an industrial park and that this industrial park needs good access in order for it to develop. This proposal will also be studied and they will be advised.

They brought up the question of illuminating both the east and the west Cascade Locks interchanges. Mr. George advised them of our policy: namely, that luminare illumination would have to be provided up to the interchange and that the City would have to agree to pay for power consumption and that then, and again with Bureau approval, the State would undertake the initial construction and would maintain the luminare units. The City has overhead illumination almost to the west Cascade Locks interchange. They have overhead illumination to the east which terminates at Forest Lane which is our maintenance headquarters. They seemed interested and willing to do what was necessary to have the two intersections illuminated. In fact, they indicated that they would take the matter up at their next council meeting and send us a letter indicating their interest and request us to proceed with working up a prpject, if possible. They were advised that, on receipt of their letter indicating they wished to proceed, we would take the matter up

with the Bureau and hopefully draw up agreements and work toward an illumination project.

Attached is an itinerary that was presented to us at the meeting by the City and which more or less indicates the subjects covered. The last five items concerning local matters of signing off the secondary highway, drainage problems in town of rather long background and it was indicated at the meeting that I would review these matters with the maintenance superintendent and handle that which could be handled at the local level. This I will do and, on conclusion, will write a further memo indicating actions taken and things accomplished.

L. W. Rulien
Division Engineer

LWR:fb
Attach.
cc F. B. Klaboe
F. B. Crandall
E. E. Johnston

RECEIVED
SEP 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1967

FOR FILING

I-80N-2(35)43

6854

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 15, 1967

To: MEMO TO THE FILE

SUBJECT: Meeting with City Officials
Cascade Locks, Oregon

1. Jones file
2. 7029

This letter is to advise interested parties of the fact that the writer attended a meeting with officials of Cascade Locks and with Mr. Klaboe and Mr. Rulien. The meeting took place in the City Hall at Cascade Locks and concerned various items involving highway matters within and adjacent to the city.

Items involving traffic were requests by the city officials for overhead illuminated signs at the East and West Cascade Locks Interchanges. The city officials were advised that we would investigate the matter to determine if such signing might be justifiable and that we would also reanalyze once again our entire signing of this area on I-80N.

The City also requested an additional sign for local destinations in the vicinity of our maintenance station on the old highway. Mr. Rulien will care for this matter and have his sign crews make the installation.

Also requested was interchange illumination on the East and West Cascade Locks Interchanges. The city officials were advised of the ground rules under which interchange illumination is installed. They were further advised that if the City wishes to indicate to us a willingness to proceed with this matter on the basis of the connecting streets being illuminated by the City also and paying for all electrical energy, that we would submit a proposal to the Bureau of Public Roads requesting approval and participation for an interchange lighting project. It was emphasized to them that the entire matter was contingent on the Bureau's participation and approval.

The City also requested interchange construction as indicated on the attached sheet. The Division office is caring for the investigation and report on both this matter and on the ones shown that involve drainage problems.

This office will take no further action on the matter of illumination until the request is initiated by the City.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

cc: Tom Edwards
F. B. Klabce
L. W. Rulien

RECEIVED
SEP 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1967

FORM E-30X—50M—7-66

SP*23657-724

FOR FILING

I-8(N-2(35)43
6858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 11, 1967

To: MEMO TO FILE

SUBJECT: Cascade Locks - Mitchell Point Section
Columbia River Highway
Contract No. 6858
Wyeth Gravel Pit Sedimentation

A few days ago I discussed the matter of sedimentation of the Wyeth Boat Basin with Resident Engineer Starkey. He advised that immediately on receipt of Mr. Klaboe's letter of August 10, 1967, Rogers began constructing a settling basin in the dry channel of Gorton Creek above the boat basin, and ceased operation of the crushing plant until this was completed.

The water in the boat basin has now cleared up and shows very little discoloration from the washing operation.

Nothing has been done to date about the silt already deposited, although Starkey has suggested to Charles McInroe that a meeting be arranged to discuss remedial measures.

The settling basin, as it is presently located, is working very well. However, it could develop into a problem at a later date when flow resumes in Gorton Creek. The only feasible location for the restored channel of Gorton Creek will be right through the settling basin area, and it will be necessary for the contractor to take suitable measures, after completion of his crushing operation, to prevent this silt from washing out into the boat basin area.

The removal of gravel from this area also will aggravate an existing problem of erosion of the creek channel below our box culvert under the highway. This was discussed prior to our consent to the agreement between the U.P.R.R. and Rogers Construction for removal of the material.

The channel below our box culvert was originally protected by a large wood flume which carried Gorton Creek from our culvert through the former R.R. structure and to the Columbia River. This flume was washed out by heavy runoff in Gorton Creek in 1964-65 and was never replaced. Further damage was done last winter when the remaining

portion of the flume and the timber cut-off wall below the highway culvert were washed out. It was necessary for our maintenance forces to do some emergency rip-rap work at that time to protect the culvert from undermining.

Rogers have stockpiled some rip-rap material along the creek channel for protection against erosion after their crushing operation and the channel revision work is completed. The quantity of this material stockpiled may or may not be adequate, and a review of the entire area will be necessary before releasing the contractor.

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

CTK:nlb

cc: F. B. Klaboe
John Bond
Glenn A. Starkey

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(35)43

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
G1-P
APR 26 1967 By [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Cascade Locks-Mitchell Point **Date** September 7, 1967

Highway Columbia River **Contract No.** 6858

County Hood River **Prefix** 614-1063

Contractor Rogers Construction Company **F. A. Project No.** I-80N-2(35)43

Address 11760 N.E. Glisan St., Portland, Oregon 97220 **Order No.** 7 Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To cover extra work involving extra clearing, drilling, scaling, pioneering, etc. to widen cut outside original plan limits. Removal and placement of materials will be at contract bid prices.

NOTED
F. B. KLABOE

Location by station numbers:

Station 805 ±

Estimate of quantities and cost:

Equipment - - - - - - - - -	$20,000.00
Labor - - - - - - - - - - -	9,000.00
Material- - - - - - - - - -	2,000.00
This supplement =	$31,000.00
Previously authorized =	3,000.00
TOTAL	$34,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Most of the work under this supplement has been performed. Mr. Grafe of BPR has inspected on several occasions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,924,728.38
Present estimate of project cost, including $31,000.00 for work under this order	$3,951,000.00
Expected ~~XXXXXXXX~~ over-run amount	$ 26,271.62
Expected ~~XXXXXXXX~~ over-run per cent	0.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Starkey
Glenn A. Starkey — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ C. T. Keasey — Division Engineer

Approved: /s/ L. H. Young — ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Office Engineer.

young 8-17-67

SP-22577-734

RECEIVED
AUG 22 1967
OREGON STATE HIGHWAY COMMISSION
SP*23401.734

FOR FILING
I-8(N-2(35)-13
6858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1967

SUBJECT: Signing
I8ON - Cascade Locks

To: Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

L U

1 - Thru fully 7029

Included among the conclusions of the Cascade Locks Task Force was the recommendation that the State Highway Commission review highway signing to Cascade Locks.

At the present time, there are construction projects on each end of the Cascade Locks Bypass. The existing signing is not up to standard. The attached plan shows the signing as it will exist at the completion of construction. You will note that in addition to the one mile and beginning of deceleration lane signs, there will be a "NEXT RIGHT" sign which also carries the Cascade Locks designation. When this signing is completed, traffic should have no difficulty in finding Cascade Locks.

L. E. George

L. E. George
Assistant Traffic Engineer

VPJ:ji
Attachment

FILED
LLOYD P. SHAW

Lloyd - Also note that we will have installed the "Gas-Food and Lodging" signs.
Bud

RECEIVED
AUG 18 1967
OFFICE
STATE HIGHWAY COMMISSION

RECEIVED
AUG 11 1967
FOR FILING

I-8(N-2(3))43

6858

August 10, 1967

Rogers Construction Company
11760 S. E. Gliman Street
Portland, Oregon 97220

Gentlemen:

Re: Knutsen Property, Cascade Locks-Mitchell Point Section, Columbia River Highway, Contract No. 6858

On July 26, Mr. Glenn A. Starkey, our Resident Engineer, wrote to you about your operation at Wyeth which causes silt material to be deposited in the pool west of your operation.

This property which is in the Southeast Quarter of Section 35, Township 3 North, Range 8 East, W. M., is private property owned by Leif and Anne Knutsen except for the highway and railroad rights-of-way. A portion of the land is presently covered by the Bonneville Pool pursuant to an overflow easement granted to the Corps of Engineers. The State Highway Department also owns certain easement rights over the land.

We have been advised that you do not have a permit from the Knutsens nor has the State Highway Department granted you any rights to deposit silt on this private property. This constitutes a continuing trespass and you are requested to immediately cease depositing silt upon the Knutsens' real property. Your failure to do so will be justifiable reason for immediate action by our Legal Department.

We are willing to meet and discuss with you possible measures that could be taken to protect this property from further damage by any further operations you may contemplate.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Lloyd P. Shaw
G. E. Rohde
F. D. Morgan (Att: John Bond)
L. W. Rulien
Glenn A. Starkey

F. B. Klaboe
Assistant State Highway Engineer

cc: Union Pacific Railroad
Mr. Donald Bowerman, Attorney at Law, 216 Masonic Bldg., Oregon City

RECEIVED
AUG 1 1967
FOR FILING

I-80N-2(35)43
1158

Salem, Oregon
July 31, 1967

Mr. David G. Talbot
State Parks Superintendent

Attention: L. V. Koons

Wyeth - Lief Knutson
Hood River County

I have discussed the matter covered by your July 26 letter with Mr. Klaboe. He is having his people investigate contractural obligations we may have with Rogers which might affect restraining his use of Wyeth pool as a disposal area.

Mr. Klaboe is also having our legal position investigated in regard to enforcing any restraint on Rogers that involves ground in which we hold only an easement. The easement document may or may not provide that the property owner refrain from placing material or having material other than ours placed in the Wyeth pool.

I am advised by the Legal Division that it is continuing its efforts to have the lower court's decision evaluated by a higher court. Until this is accomplished, we will not know definitely if we can obtain ownership of the land.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
F. B. Klaboe
G. E. Rohde

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 26, 1967

Salem, Oregon

SUBJECT:

To:
Mr. Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

In 1961 we started negotiations with Lief Knutson for 36 acres near Wyeth in Hood River County. This property is situated between the relocated Union Pacific Railroad grade and Interstate 80 N. It consists of an arm of the Bonneville Pool and a fringe of dry land around the same. Bonneville Administration hold only the flowage rights so it was necessary for us to acquire the land to be able to construct and use a boat basin. The ownership is further complicated by the State Highway Department having acquired an easement on part of the property to use as a waste material site in conjunction with the construction of the highway.

We were unable to negotiate for this property so we resorted to condemnation proceedings. When this case came to trial, the Circuit Judge ruled that while we could condemn land for park purposes, we could not do so for boat basins and the case was dismissed. Legal immediately appealed the case and a decision from a higher Court has not been received.

At the present time, a rock production contract is in progress and the contractor is disposing of his waste material in this pool.

John Bond of the Construction Division has inquired as to our continued interest in the property for use as a boat basin.

I am sure that you are aware of the pressure exerted to have the State provide water connection to the Columbia River from this pool. As of the present, it is an active file. I wonder if we have any legal rights as to what is done to the property if approved by the owner who is still Lief Knutson.

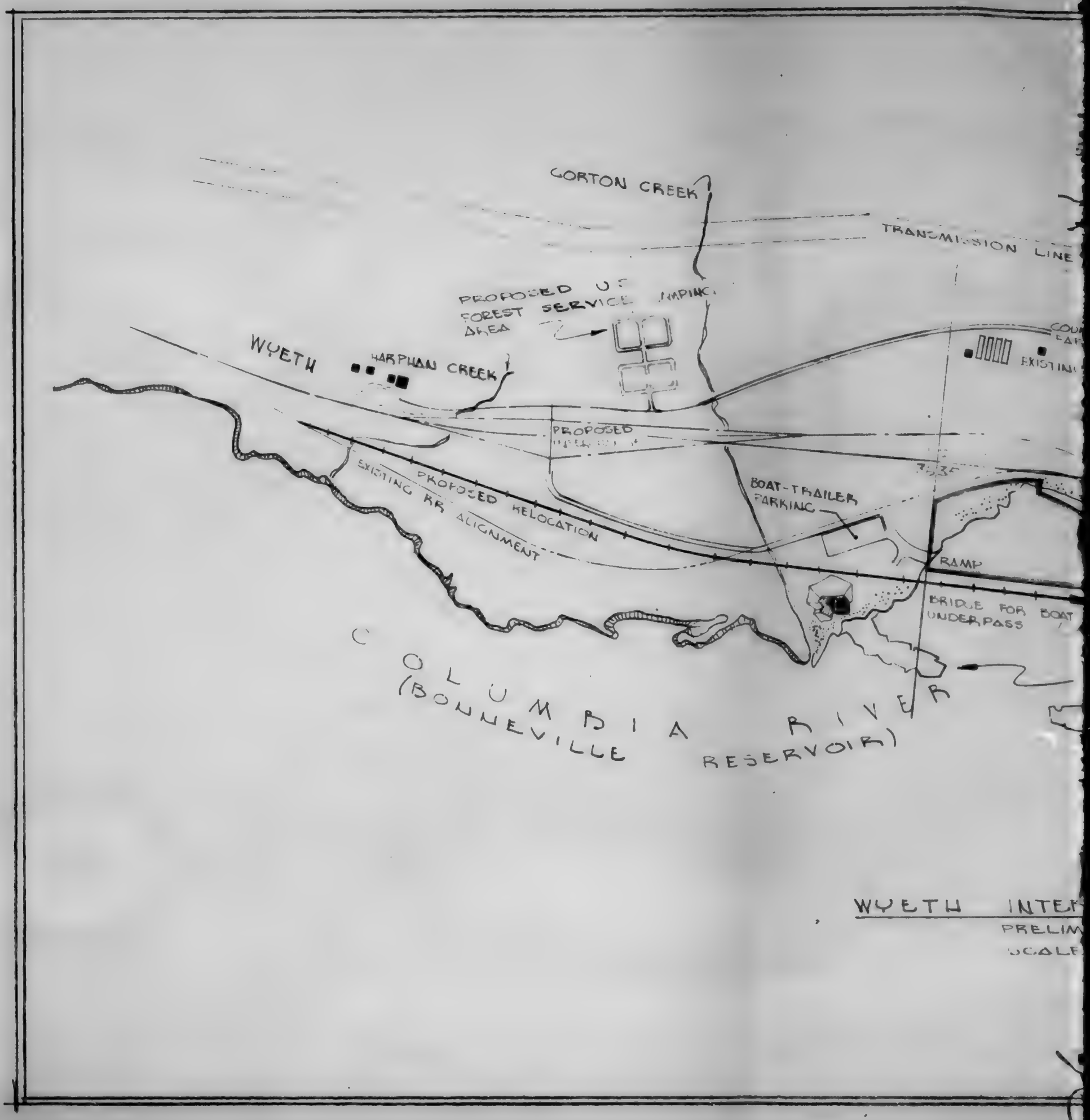
L. V. Koons, Deputy
State Parks Superintendent

LVK:jbk

NOTED
LLOYD P. SHAW

RECEIVED
JUL 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

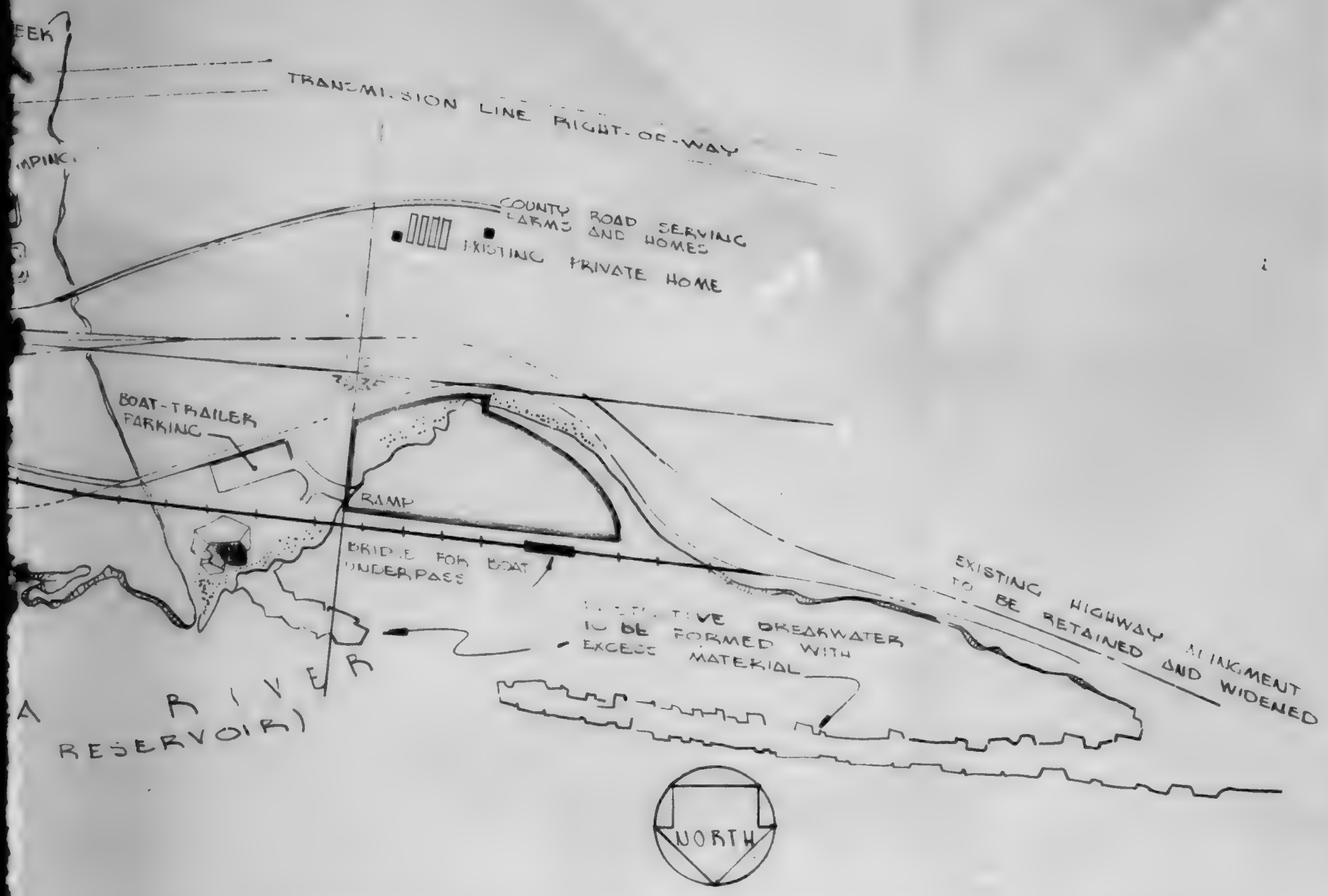
7-27 Klabue's people are to investigate our position reg. contract and title matters Stan



WYETH INTER

PRELIM

SCALE



WYETH INTERCHANGE DEVELOPMENT

PRELIMINARY STUDY

SCALE 1"= 800' ±

D 1-97

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AUG 3 4 1967
FOR FILING

I-80N-2(35)43
1858

Agenda
4hh

Salem, Oregon
August 4, 1967

RAILROAD COMPANIES
FILE No. 619

Supplemental Agreement
Union Pacific Railroad Company
Cascade Locks-Mitchell Point
Section
Columbia River Highway
Hood River County

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Jack L. Sollis
Staff Attorney

Attached for signature by Union Pacific Railroad Company are two copies of a supplemental agreement covering construction on the above-mentioned property.

After these agreements have been signed and dated, a fully executed copy of the document should be returned to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

cc: T. W. Litchfield

RECEIVED
AUG 4 1967

I-80N-2(35)43
6858

Salem, Oregon 97310
August 3, 1967

Cascade Locks-Mitchell Point

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attention Mr. G. L. Decker

I am returning your file on the Morgan Motel Slide in which you recommend that the treatment being afforded this slide is sufficient to maintain it in a stable or almost stable condition.

Since the alternate method of correcting the slide would involve very substantial costs and would still not guarantee project stability, you are instructed to proceed as now planned.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enc.

FORM S-30 REV 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Cascade Locks-Mitchell Point
Columbia River Highway
Contract No. 6358
Morgan Motel Slide

The Morgan Motel Slide has been re-examined to consider the feasibility of any further corrective measures. Copies of correspondence on the subject from L. W. Rulien, Dan Gano and Ed Johnson are attached, along with a copy of my October, 1961, report to Mr. Edwards.

To summarize, this slide is one of deep, very weak and saturated plastic clays under low stress due to gentle slopes. North-south limits extend from the river's edge to several thousand feet southerly. East-west limits are approximately 1/4 mile.

Earth movements here caused two types of maintenance problems. The major problem was one of surface mud flows onto the highway. This has been corrected by installation of a substantial rock dike during 1964 construction (see attached sketch).

The second maintenance problem has been humping of the roadway. This has been periodic since original construction in 1951 and confined to inches at any one time. Minor maintenance has been required to preserve a satisfactory profile. A minor grade change has been approved for current construction which will roll over the hump, and add some degree of beneficial weight.

During the 1961 investigation a previously installed underground drainage system was observed southerly of and paralleling the existing roadway. This system was diverting a substantial flow of water away from the roadway. It was not disturbed during recent construction, and has contributed greatly toward stabilizing the slide area to the north.

It is believed the measures already taken have corrected the major maintenance problem (surface mud flow) and the pattern of humping will be less than has developed during the interval from 1951 to the present.

NOTED
R. L PORTER

Extensive unloading would be the most logical positive corrective measure, with an estimated cost placed at $500,000.00 based on 1/2 million yards at $1.00 per yard.

The above caused a decision to "live" with the slide at the time of planning in 1961. Will you please advise if further consideration should be given to any unloading plan at this time?

F. D. Morgan,
Construction Engineer

By G. L. Decker
G. L. Decker,
Assistant Construction Engineer

GLD:m:
Encs.
cc: L. W. Rulien
Glenn A. Starkey

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JUL 1 0 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 0 1967

I-82N-2(35)413

6858

July 27, 1967

#14

Rogers Construction Company
11760 NE Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 24, 1967, considered your request for an extension of time on Contract No. 6858 on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an additional 60 workdays.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: L. W. Rulien
Glenn Starkey
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

Form A-108—SM 8

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 1 1967
G-1-P
Title Dist Engr
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Cascade Locks-Mitchell Point Date July 26, 1967

Highway Columbia River Contract No. 6858 F. A. Project No. I-80N-2 (35)43

County Hood River Prefix 614-1063 Account No. 234-05

Description of Work To Be Done:

Install horizontal drains.

Location by Station Numbers:

Station 383 to 387 right and else where on the project where necessary

Estimate of Quantities and Costs:

Install 5000 lin.ft. horizontal drain pipe.

Labor	$9,000.00
Equipment	5,000.00
Material	1,000.00
	$15,000.00

Explanation:

Special slide treatment work being performed under EWO #3 by the contractor. Contractor is not equipped to perform horizontal drainage work. It will be necessary to begin work about July 31, 1967.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,924,728.38	
Present estimate of project cost, including $15,000.00 for work under this order	$4,016,000.00	
Expected ~~underrun~~ over-run (amount)	$91,271.62	
Expected ~~underrun~~ over-run (per cent)	2.3	

Submitted by: /s/ Glenn A. Starkey, Resident Engineer

Approval Recommended: /s/ John A. Bond for, Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved: /s/ L. H. Young, ~~Assistant State Highway Engineer~~ Office Engineer.

State Printing

RECEIVED
JUL 13 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-2(35)43

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 20, 1967

In reply refer to: 08-35-EC
XRef: I-80N-2(35)43

6958

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-2(9)43, Cascade Locks - Mitchell Point
Pacific Northwest Bell Company Adjustment
Additional Work

Mr. Litchfield's July 12, 1967 request to allow the subject company's extension of their cable between stations 671 to 678 on the captioned project is approved. This approval and authorization to proceed is effective July 10, 1967 in accordance with our verbal discussion and is based upon difficult conditions caused by flood correction work at Warren Creek. Our original October 5, 1961 approval of the adjacent installation was considered under the extreme case provisions of the AASHO Utility Guide.

You were originally authorized to proceed with this work as of September 19, 1961, and since that date you have received five additional authorizations dated December 31, 1964, March 29, 1965, August 13, 1965, July 18, 1966, and the above July 10, 1967 adjustment, for various locations throughout the project. (See the attached Summary of Authorizations.) It is understood that a revised CWO #2 will be submitted shortly.

Our previous conditions, including that pertaining to PPM 30-4 (12-31-57), also apply to this additional work.

Enclosure
Summary of Authorizations

NOTED
F. B. KLABOE

copies to
Young w/enc.
Litchfield w/enc.
7-25-67

RECEIVED
JUL 21 1967
OFFICE
STATE HIGHWAY ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Pacific Northwest Bell Company Adjustment

I-80N-2(9)43
Cascade Locks to
Mitchell Point

SUMMARY OF AUTHORIZATIONS

Approximate Station	Order Number	Authorization Date
203 - 215	CWO #5	9-19-61
X'ing 215	CWO #5	9-19-61
485 - 495	Harphan Creek	12-31-64
X'ing 551	CWO #1	9-19-61
X'ing 597	CWO #1	9-19-61
653 - 699	CWO #2	9-19-61
671 - 678	CWO #2 Revised	7-10-67
708 - 717	CWO #3	9-19-67
770 - 781	CWO #4	12-31-64
774 - 780	CWO #4 Revised	8-13-65
783 - 785	CWO #4 Revised	8-13-65
800 - 834	CWO #5	12-31-64
800 - 834	CWO #5 Revised	7-18-66
821 - 834	CWO #5 Revised	3-29-65
844 - 848	CWO #6	12-31-64
845 - 846	CWO #6 Revised	3-29-65

RECEIVED
JUL 20 1967

FOR FI.

6858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 20, 1967

SUBJECT:

To: MEMO TO THE FILE

As instructed by Mr. Cooper, I called Ray Rogers on July 18 and advised him that the price agreement for the extra guardrail and median barrier on the Cascade Locks-Mitchell Point Section was approved. The approval covered the addition of 60 days to his project time.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan

RECEIVED
DEC 20 1967
FOR FILING

I-80N-2(35)43
6858

CITY OF CASCADE LOCKS

CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

July 19, 1967

Lu
file
#1029

Mr. Kessler Cannon
Executive Secretary for
Natural Resources
State Capital Building
Salem, Oregon

Dear Mr. Cannon:

In response to your inquiry as to exits and interchanges to Cascade Locks, and suggestions that we write if anything came up that we felt could be helpful in your report to Governor McCall, we offer for consideration, the following:

We would like to arrange a meeting with the State Highway Department and Bureau of Roads, to discuss and re-evaluate the following list of additions to the present system.

1. The West exit for Eastbound traffic has no lighting and even for residents, is easy to miss. We feel it would be a great improvement if some lights could be located at this point.

2. There has, in the past, been discussion of exits to the City from Highway 80N at the Hazel Street overpass. We would like to re-open these discussions.

3. At both the West exit and East exit better exit signs, and Highway signs designating Cascade Locks, would be of great value.

4. Lighting of the first East exit for Westbound traffic from Highway 80N.

5. The overpass at the intersection of Forest Lane and 80N in the vicinity of Cascade Locks Lumber Company, could be expanded to provide a 4-way interchange or at least a second off ramp for Eastbound traffic. We feel that the development of industrial and commercial property at the East edge of the City could be hampered greatly by the lack of access at this point.

Any one of the above could be worked out as alternates, and with proper signs and lighting, would be a definite asset to the future development of this community, of both the recreational and industrial potential.

Thank you for this consideration.

RECEIVED
AUG 7 - 1967
STATE HIGHWAY ENGR

Sincerely,

CITY OF CASCADE LOCKS

Marion Bump

Marion Bump, Mayor

Harry Cranston

Harry Cranston, Vice Pres. Commissioner

RECEIVED
JUL 20 1967
FOR FILING

I-80N-2(33)42
6854

July 19, 1967

Oregon State Highway Commission

Gentlemen:

On the agenda for the July 24 meeting will be a fourth supplemental agreement with the Union Pacific Railroad Company which covers the installation of a 66-inch S-gauge culvert under the railroad on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County, Contract No. 6858.

The culvert was added to the project plans subsequent to the original Railroad agreement and this supplement is simply to add the item to the overall understanding. We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (attn. T. W. Litchfield)
C. H. Maison
L. H. Young
L. W. Rulien

TWL:ss RLP:ms cp

RECEIVED
JUL 20 1967
FOR FILING

IM-2(EC) 42
6858

July 19, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 14
July 24, 1967 meeting

Gentlemen:

Rogers Construction Company, contractor on the Cascade Locks-Mitchell Point Section of the Columbia River Highway, Contract No. 6858, has requested an additional 60 workdays in which to complete this contract.

Subsequent to the award of this work, the Bureau of Public Roads (in line with recent AASHO policy) requested that the spacing between posts on guardrails and median barriers be decreased from 12'6" to 6'3". The construction of guardrails and median barriers is a comparatively large item on this section and the request for additional time is warranted. Should the contractor overrun his time limit, liquidated damages in the amount of $300 per day would accrue. We believe, however, that the 60 days should be ample to take care of this additional item.

We have the concurrence of the Bureau of Public Roads and on July 17 Chairman Jackson gave his verbal approval to this time extension. It will be on the agenda for your confirmation at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan
L. W. Rulien

JAB:ss RLP:ms fn

RECEIVED
JUL 19 1967

FOR FILING

I-80N 2(17) 42

6858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1967

To: MEMO TO FILE

SUBJECT: Contract No. 6858
Price Agreement No. 11
Rogers Construction Co.

On this date Chairman Jackson approved Price Agreement No. 11 with Rogers Construction Company on the Cascade Locks-Mitchell Point Section of I-80N, Contract No. 6858. The Price Agreement calls for changing the post spacing on guard rails and median barriers from 12'6" to 6'3", and allows a time extension in the contract of 60 workdays.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. W. Rulien

Form R-306—536 7

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date DEC 1 1966 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Cascade Locks-Mitchell Point — Date July 13, 1967

Highway Columbia River — Contract No. 6858

County Hood River — Prefix 614-1063

Contractor Rogers Construction Company — F. A. Project No. I-80N-2(35)43

Address 11760 N.E. Glisan St., Portland, Oregon 97220 — Order No. 3 Supplement #2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove slide material, drain and provide rock slope protection.

Location by station numbers:

380 to 390 right and elsewhere throughout project as required.

Estimate of quantities and cost:

Labor	$ 25,000.00
Material	15,000.00
Equipment	60,000.00
	$100,000.00 Total this supplement
	12,000.00 Previously authorized

NOTE: F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work begun, to protect highway travel, July 7, 1967 under existing order. Note Mr. Decker's letter dated July 11, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,924,728.38
Present estimate of project cost, including $100,000.00 for work under this order	$4,016,000.00
Expected over-run amount	$ 91,271.62
Expected over-run per cent	2.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Starkey
Glenn A. Starkey — Resident Engineer

Approval Recommended: /s/ C. T. Keasey — Division Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or [illegible]

Approved: /s/ L. H. Young — [illegible] Office Engineer.

SP-23271-734

FORM S-129X

RECEIVED
JUL 17 1967
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDDY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-2(9)43

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 12, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Adjustment of Telephone Facilities
between Stations 671 and 678
Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County
project no. I-80N-2 (9) 43 (for utility work)
contract no. 6858

Dear Sir:

Attached you will find Mr. Valentine's letter of June 29, 1967, and Pacific Northwest Bell Company's letter of June 26, 1967, requesting approval for extending the telephone company's cable installation in a southerly shoulder area of the Columbia River Highway for an additional 700 feet. This is to clear the construction difficulties caused by the 1965 flood and the State's revised channel change of Warren Creek. This matter was discussed with Mr. Grafe on July 10, 1967 and he agreed that the telephone company's proposal was the only practical solution since the "hardship case" has already been established in this area and the extenuating circumstances as set forth in the telephone company's above mentioned letter of June 29th has made any other route impractical.

Your approval effective July 10, 1967, of the installation of telephone conduit in the shoulder area of the roadbed from station 671 to 678 as proposed by the telephone company is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:ss
cc: F. B. Klaboe
V. L. Gallagher

Encl.

RECEIVED
JUL 14 1967

FORM E-30X—30M—7-66

SP°23811-734

7-1-2(33) 43
6858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1967

To: MEMO TO THE FILES

SUBJECT: Cascade Locks-Mitchell Point
Columbia River Highway
Contract No. 6858
Fountain Slide

On July 10 a movement at the Fountain Slide was examined. This, a localized movement, centered around Station 385 where the slope broke or slumped some 80 feet above subgrade causing the subgrade and lower part of slope to bulge (see attached sketch).

Bulging extends to center of existing travel line. Maintenance has been required on a short section, with very minor traffic delays.

All but 40 feet of the planned slope line was removed by prior contract. Removal of the last 40 feet on this contract uncovered a substantial flow of water which now emerges from the slope a few feet above subgrade near Station 385. Water in lesser quantities emerges nearby causing a localized saturated area, too weak to support the slope.

Corrective measures will include unloading (see sketch), drainage at toe of slope, horizontal drains and rock slope protection where needed to contain saturated slopes.

Measures were agreed upon at the site after discussion with Larry Rulien, C. T. Keasey, Glen Starkey, Ed Johnsen and Dan Gano. Mr. McInroe for the contractor was advised, and agreed to start work immediately. Tentative approval has been received from the Bureau of Public Roads.

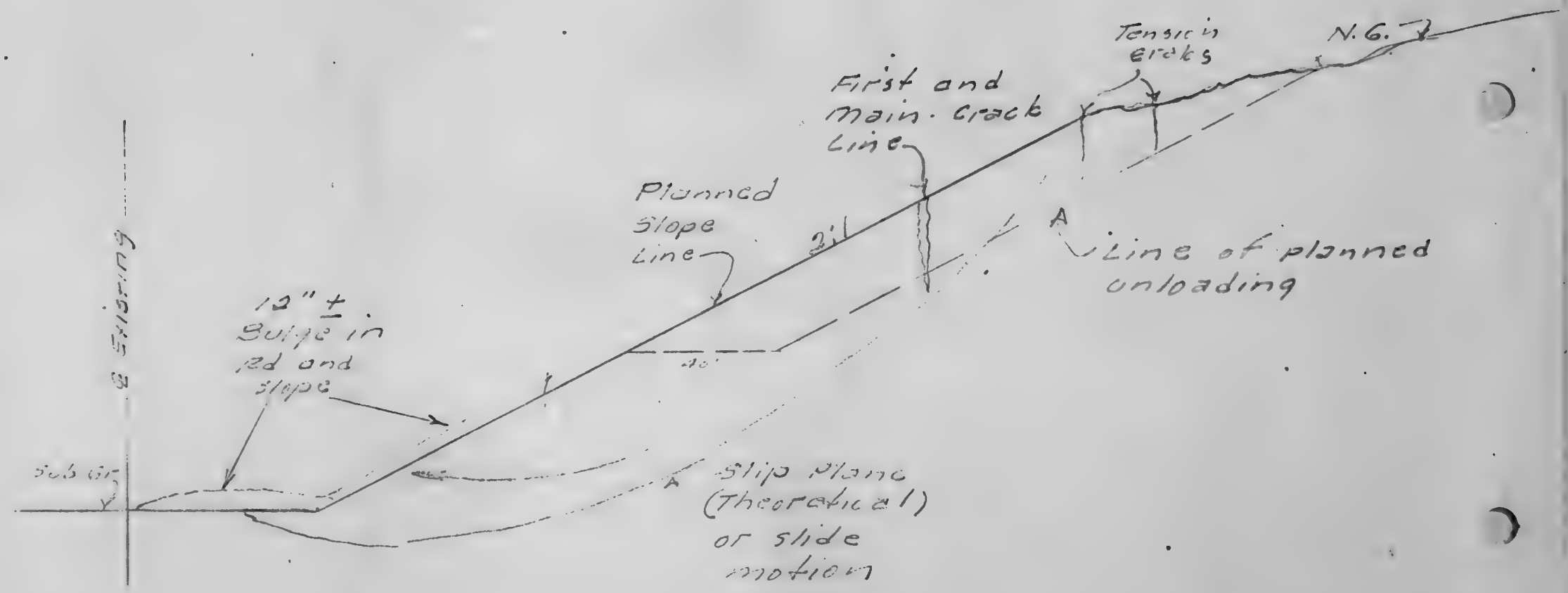
NOTED
F. B. KLABOE

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fw
Attach.
cc F. B. Klaboe
L. W. Rulien
G. A. Starkey

RECEIVED
JUL 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER



Grande Locks - Mitchell Point
Mountain slide
7-19-67

RECEIVED
JUL 6 - 1967

FOR FILING
I-80N-2(35)43
6128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 27, 1967

To: Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT: Overweight Hauling
Cascade Locks - Mitchell Point Section
Columbia River Highway
Contract No. 6858

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

In response to your questions regarding the overweight hauling on the subject section, I submit the following.

Hauling of all materials on the project is now on a legal weight basis and has been since June 16, 1967. The total quantity of overweight loads is very difficult to determine since much of the hauling was done over the subgrade and new crushed base material. A total of 161,000 tons of crushed base material was hauled in overweight trucks prior to June 14, at which time that operation was legalized, of a total quantity in contract of 317,000 tons. It is probably reasonable to assume that approximately half of this material was hauled in overweight vehicles over the existing pavement, especially on the longer hauls.

There has been no apparent damage to the existing pavement due to these overweight loads other than that caused by the grading operations where blasting of high rock cuts deposited great quantities of boulders, etc., on the pavement and the removal of this material with heavy earth and rock moving equipment. This work done under the Morrison-Knudsen grading contract did cause a considerable amount of damage to the existing pavement which was repaired entirely at the expense of the contractor. All of these repaired sections have held up very well and, as stated before, there has been no apparent further damage.

At the beginning of the rock hauling operation under the present contract, no great concern was given to possible damage to the pavement because of the operations which had taken place during the previous contract, and on the short hauls most of the contractors'

Routing

3	Morgan		Peaw
2	Decker		Morelock
1	Bond		Trout
	Barbee		Scott
	Walker		Will
	Glenn		Litchfield
4	Swan		Olson

RECEIVED
JUL 3 1967
CONSTRUCTION DIVISION

REFERRED TO
Porter
BY ASST. STATE HWY. ENGR.

Info.
Klaboe 7/3/67

hauling vehicles were traveling over the new base material. As the hauling distance increased with progress of the job, there apparently was a gradual increase in hauling over the pavement to the point where almost all of these loads were being hauled mostly on the existing pavement. This was called to our attention, and the operation has been changed.

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

CTK:nlb

cc: Glenn Starkey

RECEIVED
JUN 26 1967

FORM FHWA (11-65)

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(35)43

TO : Mr. Forrest Cooper, State Highway Engineer
6858 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 22, 1967

In reply refer to: 08-35-DA
XRef: I-80N-2(38)53

SUBJECT: Oregon Project I-80N-2(35)43, Cascade Locks - Mitchell Point Section
Columbia River Highway
Grading, Paving and Signing

Reference is made to Mr. Morgan's letter of June 9, 1967 requesting formal revision of the status of the Starvation Creek Safety Rest Area parking lot from nonparticipating to participating work.

As pointed out, this area had a change of status April 11, 1967, changing it from a park to a safety rest area, which then established a new basis for appraisal of the work involved.

All contract work to be done within the limits of the Starvation Creek Safety Rest Area under this project, is now considered eligible for Interstate fund participation and we assume the necessary internal action will be taken transferring funds and jurisdiction from Parks to Construction Division. The landscape and improvements under project I-80N-2(38)53 will be discussed by separate correspondence.

6-27-67

REFERRED TO
Shaw - Morgan - Astrup - Young
BY ASST. STATE HWY. ENGR.
Copy to Scott
6-28-67

RECEIVED
JUN 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 REV 7-66 SP 8220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
June 14, 1967

To: FILES

SUBJECT: Fatal Accident, Flagman
Cascade Locks - Mitchell Point
Columbia River Highway
Rogers Construction Company
Contract #6858

An accident occurred at station 340+25 on June 7, 1967 at 2:48 p.m. which caused the death of Donald James Nelson, contractors traffic flagman.

Reports from witnesses indicate that the contractor had just terminated his operation involving the placement of base rock at this location. The flagmen were being picked up by a pickup truck traveling east on the south side of the highway (driven by Vernon Younglove). Mr. Nelson, who had been flagging traffic from the north side of the highway, attempted to cross the highway through the traffic. He apparently walked through the west bound traffic to the center of the highway and paused to look at the east bound traffic approaching. He suddenly ran in front of the approaching car traveling at an estimated 40 to 45 miles per hour.

The car struck Mr. Nelson, driving him along it's east bound course to station 340+72. Due to the short distance, the driver was unable to stop or maneuver to avoid striking the flagman.

The contractor had appropriate signs in use on either side of the operation and traffic was flowing at reasonable speeds.

The car which struck the flagman was a Chevrolet, Oregon license # 1Y-6848 and was driven by:

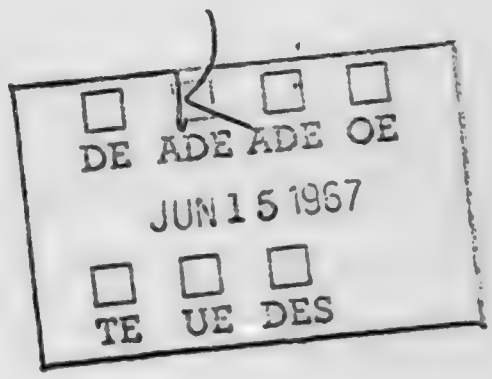
Thomas George Bostwick
Rt. #3, Box 244
Hood River, Oregon
Drivers license #1221102
Owner: George E. Bostwick
Same address

Passenger: Bill A. Berquist
Rt. #3, Box 740
Hood River, Oregon

Officers irvestigating were:

State Police - Neitch and Gordon

County Deputy - Lynch



Witnesses: James W. Kendall
Oregon State Highway Department Checker

George J. Schott
2327 N.W. 10th
Oklahoma City, Oklahoma

Jan Schott
Same address as above

Vernon Younglove
Contractor flagman

Ralph R. Hartley
Contractors emphoyee

No construction speed signs have been used on the project due to the variable speed desired as conditions change momentarily. Following the accident, this was discussed with the State Police sargeant from The Dalles who concurs that the reduced speed signs are objectionable to the safe and efficient flow of traffic.

The flagman was properly equiped with vest, safety helmet, and hand sign.

Attached to this report is various information collected from field personnel.

Glenn A. Starkey
Resident Engineer

cc: Mr. Keasey

RECEIVED
MAY 16 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6855

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Hood River, Oregon
May 8, 1967

Rogers Construction Company
11760 N.E. Glisan Street
Portland, Oregon 97220

Subject: Cascade Locks - Mitchell Point
Columbia River Highway
Contract # 6858

NOTED
F.B. KLABOE

Attention: Mr. McInroe

Gentlemen:

This is to advise that all work which was in conflict, was completed by the railroad at relocation "A" (log pond), on May 2, 1967. This completes all work in conflict on the project.

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Glenn A. Starkey, Res. Engr.
P. O. Box 617
Hood River, Oregon 97031

RECEIVED
MAY 1 0 1967
DIVISION ENGINEER

cc: L. W. Bullen

F. D. Morgan

5-11-67
cc. F.B. Klaboe

Routing

3 Morgan	Pease E
2 Docker	Morelock
1 Bond B	Trout
Barbee	Scott
4 Walker	Wills
Glenn	Litchfield
5 Swan	Olson

RECEIVED
MAY 11 1967
CONSTRUCTION
DIVISION

I-10N-2(35)43

Form E-208—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date DEC 1 1966 By [illegible] Title Dist. Engr.
U.S. Bureau of Public Roads

Project Name Cascade Locks-Mitchell Point Date May 5, 1967

Highway Columbia River Contract No. 6858

County Hood River Prefix 614-1063

Contractor Rogers Construction Company F. A. Project No. I-80N-2(35)43

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 3 Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove slide material.

Location by station numbers:

378 right, 735 right, 880 right, and elsewhere throughout the project as required.

Estimate of quantities and cost:

Equipment	$ 6,000.00
Labor	3,000.00
Material	1,000.00
	$10,000.00 Total this supplement.
	$ 2,000.00 Previously authorized.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work involved is generally cleanup of fallout from cuts performed under previous contract. Extensive scaling is required at Station 735 right and 880 right. This work is outside the limits of construction under this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 3,924,728.38
Present estimate of project cost, including $ 10,000.00 for work under this order	$ 3,924,728.38
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Starkey (Glenn A. Starkey) Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Kooney Division Engineer

Approved: /s/ L. H. Young Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP-EST-734

To 4-1-67
97-67

RECEIVED
MAY 8 - 1967
FOR FILING

-2(35)43

6858 The State Highway Dept:

I am B. Ryan Lawrence, law clerk for Peterson, Chaivoe and Lander, attorneys for the estate of Loren Albert Myrick who was killed in an accident on Highway 30 at milepost 45.1, 3 miles east of Cascade Locks on 9/15/66. We need to see and have copies of the contract between Rogers Const. Co. and the State Highway Dept in regards any claims the estate might have against either or both involved contracting parties.

I verify that the above is true to the best of my knowledge.

B. Ryan Lawrence

Contract 6858
Copy furnished 5-5-67
F.L.

Form E-200—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
G-1 P
APR 26 1967
for Federal Highway Administrator
Title Division Engineer
Bureau of Public Roads

Project Name Cascade Locks-Mitchell Point Date April 27, 1967

Highway Columbia River Contract No. 6858

County Hood River Prefix 614-1063

Contractor Rogers Construction Company F. A. Project No. I-80N-2(35)43

Address 11760 N. E. Glisan St., Portland, Oregon 97220 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To cover extra work involving extra clearing, drilling, scaling, pioneering, etc., to widen cut outside original plan limits. Removal and placement of materials will be at contract bid prices.

NOTED
F. B. KLABOE

Location by station numbers:

805±

Estimate of quantities and cost:

Labor - - - - - - - - -	$2,000.00
Equipment - - - - - - -	500.00
Material- - - - - - - -	500.00
TOTAL	$3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Unstable material outside the constructed slope line threatens to relieve support of rock from above. This is outside the limits as designed and staked. Verbal approval has been obtained. Drilling to start today.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,924,728.38	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $3,000.00 for work under this order	$3,924,728.38	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ Glenn A. Starkey
Glenn A. Starkey
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

SP*6001-736

Yuma 5-9-67

DEPARTMENT OF HIGHWAYS
APR 19 1967
Salem, Oregon
I-Mult-2(32)43
6428

April 19, 1967

5546

Mr. R. F. Stearns
P & F Manufacturing Company
4235 S. E. 17th Avenue
Portland, Oregon 97202

Re: Signing
S. Tigard Interchange
Contract 6845
Cedar Hills Interchange
Contract 6820
Cascade Locks-Mitchell
Point Section
Contract 6853

Dear Sir:

This is in regard to your letter of April 6 requesting approval for substitution of built-up members fabricated from HX-70W-50 plate in place of certain specified rolled sections.

This request is hereby approved with the understanding that the hinge section shall be fabricated in one piece and cut in two to assure proper alignment of the flanges, and slip plates shall be A-441 plate. It should also be understood that no increased cost to the state due to these substitutions will be allowed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Kleboe
Victor D. Wolfe
F. B. Crandall (enc.)
L. H. Young (enc.)
Ivan Merchant

DSB:mb ja

FORM E-123X 50M 7-66

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

I-8-1-(35)43

6858

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 10, 1967

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Johnson

Re: Borrow Area near Gorton Creek
for Rogers Construction Company
Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County
Contract No. 6858
Project No. I-80N-2(35)43
YOUR FILE: D 315-2-8

Gentlemen:

This is in reply to your letter of March 28, 1967 with which you submitted a map showing a location of a proposed borrow area to be used by Rogers Construction Company lying on the easterly side of Gorton Creek. You also asked if the State had any objections or suggestions as to your handling this matter with our contractor.

The area to be excavated would extend nearly to the right of way line of the highway and would considerably steepen the grade of the outfall channel of Gorton Creek. As you know, this has already been the subject of some difficulty due to the relocation of the outfall channel and removal of your flume which extended from the old box culvert under the highway, crossed the gravel bar area and through your original fill. The flume was removed last year and the channel relocated. During the winter, high waters in Gorton Creek caused considerable erosion to occur, seriously endangering the outlet of our drainage structure. As an emergency measure, our maintenance crews placed some light rip rap at the outfall of the box culvert to prevent undermining it. You also did some preparatory work on the eroded channel and proposed to do some heavy rip rap work to prevent further erosion. With the proposed excavation of the materials from the lower channel area, the erosion problem will be greatly increased.

We have no objection to this material being excavated, but we suggest that the material be taken out deep enough to enlarge the boat basin area to a depth sufficient for recreational use. We also suggest that, if possible, a screen of trees be left between the excavated area and the highway wherever possible.

We feel it essential that all necessary measures be taken to prevent erosion in the Gorton Creek outfall. The typical section shown on your Exhibit "A" dated March 3, 1967, which was attached to your March 28 letter, appears to be satisfactory.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: F.B. Klaboe
L.W. Rulien
G.A. Starkey
R.H. Rumbolz

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 28, 1967

File Ref. D 315 - 2 - 8

Routing E

RECEIVED
MAR 30 1967
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Cascade Locks - Mitchell Point Section
Columbia River Highway

The State's Contractor, Rogers Construction Co., on above-referenced Interstate Highway project, has requested permission from the Railroad to borrow gravel for crushing as paving material at Wyeth, Oregon in location indicated on the attached copy of Railroad Division print dated March 3, 1967.

It is planned to allow Rogers borrow the material, but will appreciate knowing if the State has any objections or suggestions with respect to our handling of this matter inasmuch as the borrow area will be situated close to Interstate Highway right-of-way.

As you will observe in your examination of the print, it is intended to have Rogers install riprap in Gorton Creek northerly of box culvert under the highway. Will you please advise whether the State has any objections.

Print is also attached for information of Mr. G. A. Starkey, who is being given copy of this letter.

Yours very truly,

W. G. J.

RECEIVED
APR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc:
Mr. Glenn A. Starkey,
Resident Engineer
Oregon State Highway Department
P. O. Box 617
Hood River, Oregon 97031

D-1513 I

N

PORTLAND

LAKE

PROPERTY CONVEYED TO STATE

— TSC +23.9 New —

F.J. 49

6'EL. 505 / R.R. 503+73.9 POT Rhd
Beg R. R. Rel. MP 99.0

New Main Line ℄

ROGERS CONSTRUCTION
FLOOR OF BORROW ARE
CHANGE ON A UNIFO
RIGHT OF WAY LINE

BORROW AREA

525+50 N. 5W.

℄ A

℄ REL. COL. HWY. I-80N

ROGERS CONSTRUCTION CO. TO PROVIDE HEAVY RIPRAP IN FLOOR OF CHANNEL AT LEAST 5 FT. MIN. THICKNESS FROM END OF BOX CULVERT TO A POINT IN CHANNEL 25 FT. NORTHERLY OF CULVERT AND THEN 3 FT. THICK CONTINUING TO A POINT IN CHANNEL ABOUT 300 FT. NORTHERLY OF CULVERT.

BORROW AREA

3' TO 5'

SLOPE DOWN TO LAKE

SECTION "A-A"
BORROW AREA
NO SCALE

LINE CHANGE No. 3
WYETH SECTION
W.O. 30426

NOTE: ROGERS CONSTRUCTION CO., TO
INSTALL 3 FT. RIPRAP BLANKET 10 FT. HIGH
300 FT. LONG ON EASTERLY CHANNEL SLOPE.

ONSTRUCTION CO. TO LEAVE
E BORROW AREA AND GORTON CREEK
ON A UNIFORM SLOPE FROM
WAY LINE TO LAKE.

RETAIN 2.0 M. TYP.
RETAIN 4.5 M. TYP.

CONSTRUCT 4326' PASSING TRACK

Main Line

15

#9 TO

AREA

PROPERTY CONVEYED TO STATE

FORMER R/W LINE

COL. HWY. I-80N

10'x10' R.C. BOX CULV.

R.R. 536+84.3 P.S.

R.R. 539+24.3 P.S.C.

R.R. New
0°58'30" C.R.
LMC. 746.7

R.R. 546+71.0 P.C.S.

R.R. 549+11.0 P.T.

R.R. 552+50 P.I. SW.

R.R. New
240' SP.
70 M.P.H.

R.R. New
240' SP.
70 M.P.H.

Y RIPRAP IN
HICKNESS
ANNEL
3 FT. THICK
T. 300 FT.

3' TO 5'

EXHI
OREGON-WASHINGTON RA
UNION PACIFIC RAIL

Wyeth
M.P. 49.6

To Accompany Agreemen
Covering Borrowing of Gravel fr
Riprap Blanket on Easterly Slop
Change.

Office of Div. Engr.
Albina, Oregon

-- Le

Borrow Area shown - - - - - -
Install Riprap Blanket shown -
Railroad Right-of-way shown - -
Former Railroad Right-of-way sh

D-1513 I

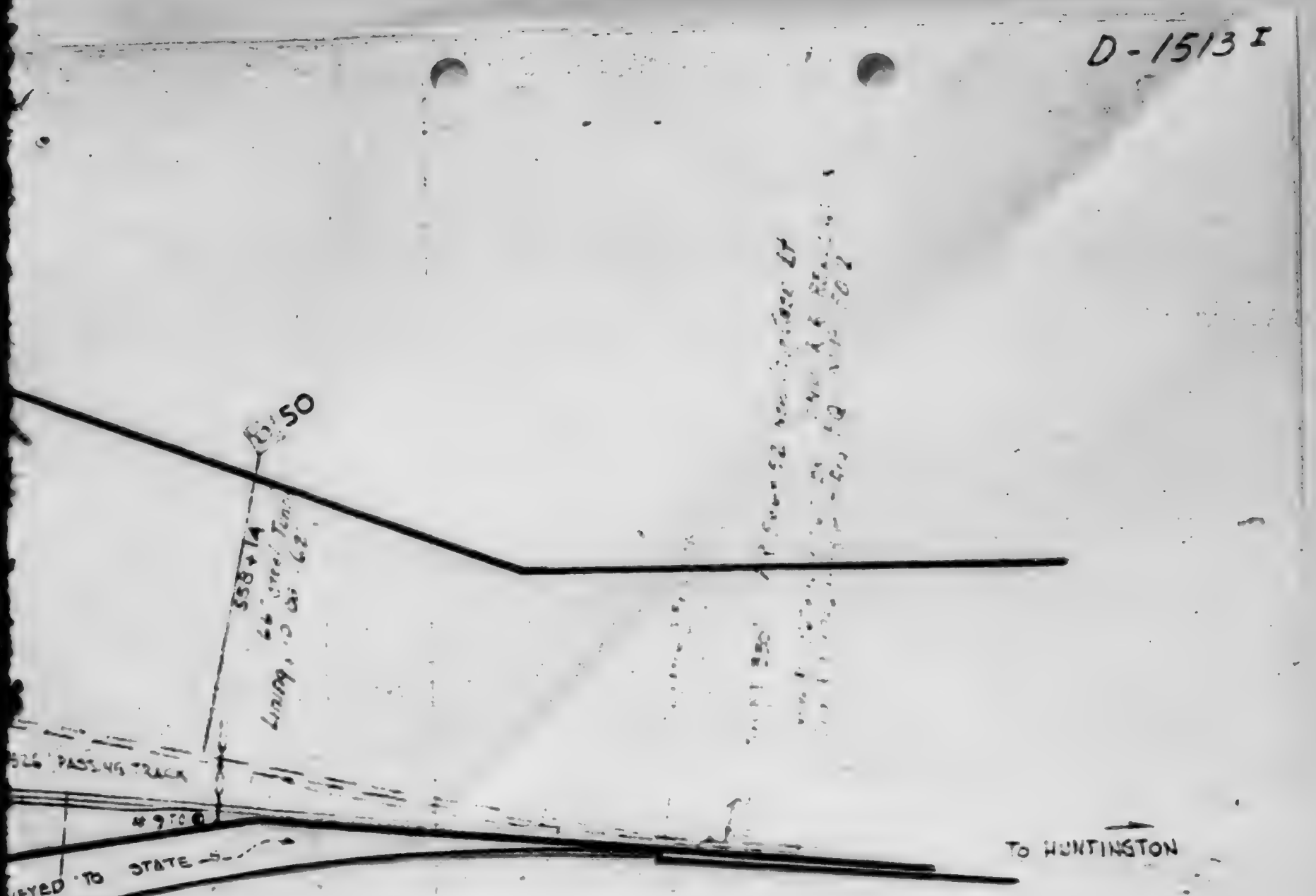


EXHIBIT "A"
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)

Wyeth, Oregon
M.P. 49.6 - Main Line

To Accompany Agreement with ROGERS CONSTRUCTION CO., Covering Borrowing of Gravel from Railroad Property and Installing Riprap Blanket on Easterly Slope and Floor of Gorton Creek Channel Change.

Office of Div. Engr.
Albina, Oregon

Scale: 1" = 400'
March 3, 1967

-- Legend --

Borrow Area shown - Tinted Yellow
Install Riprap Blanket shown - - - - - - - - - - - - - - - - - - Blue
Railroad Right-of-way shown - - - - - - - - - - - - - - - Outlined Red
Former Railroad Right-of-way shown - - - - - - - - - - - Outlined Orange

Form E-206—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date APR 4 1967
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Cascade Locks-Mitchell Point Date April 4, 1967

Highway Columbia River Contract No. 6858

County Hood River Prefix 614-1063

Contractor Rogers Construction Company F. A. Project No. I-80N-2(35)43

Address 11760 N. E. Glisan St., Portland, Oregon 97220 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Fill Warren Creek Channel

Location by station numbers:

683+00 - 50' right to 685+00 - 400' left

Estimate of quantities and cost:

Approximately 8,000 cubic yards.

Labor	$ 700.00
Material	300.00
Equipment	3,000.00
Total	$4,000.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Fill of old channel from deposit left by Christmas flood is not part of contract. This work was set up as extra work item. Work was begun April 4, 1967. Mr. Grafe of BPR inspected the work when it was begun. (See attached letter.)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,924,728.38
Present estimate of project cost, including $4,000.00 for work under this order	$3,924,728.38
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Starkey
Glenn A. Starkey — Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 4-13-67

RECEIVED
FEB 20 1967

FOR FILE

Form GS-121 (11-63) (Pres. by A.O. 306-10) UNITED STATES GOVERNMENT

Memorandum

4959

KLAPOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 15, 1967

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(35)43
Cascade Locks - Mitchell Point Section
U.P.R.R. Additional Work

In confirmation of Mr. Grafe's verbal approval given on February 1, 1967 concerning the additional work requested by Union Pacific Railroad, we hereby approve this work as evidenced by the railroad's January 31, 1967 letter.

The use of the contract method requested by Mr. Litchfield's February 3, 1967 letter is satisfactory providing the appropriate Civil Rights clauses are made part of the railroad-Contractor's contract.

Authorization to proceed with the additional work as a railroad agreement amendment is effective February 1, 1967.

2-17-67
REFERRED TO
Litchfield - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
FEB 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form B-206—6M

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon ... of project agreement ... Date FEB 7 1967 ... Dist. Engineer U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Group 1

Project Name Cascade Locks - Mitchell Point Date February 7, 19 67

Highway Columbia River Contract No. 6858

County Hood River Prefix 614-1063

Contractor Rogers Construction Company F. A. Project No. I-80N-2(35)43

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Riprap drainage channel.
(approximately 1,000 cubic yards)

Location by station numbers:

Railroad station 317 to 321 left.

Estimate of quantities and cost:

Material - - - - - - - - -	$ 250.00
Labor - - - - - - - - -	800.00
Equipment - - - - - - - - -	1,450.00
TOTAL	$ 2,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Mr. Grafe gave verbal approval 2-7-67. Work to be started about February 10, 1967.
(See attached letter)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 3,924,728.38	
Present estimate of project cost, including $ 2,500.00 for work under this order	$ 3,924,728.38	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Glenn A. Starkey
Glenn A. Starkey Resident Engineer

Approval Recommended: /s/ C.T. Keasey
Division Engineer

Approval Recommended: /s/ John A. Bond
for Bridge Engineer or Bridge Engineer

Approved: /s/L.H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23877-734

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 3, 1967

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Re: Subgrade Preparation
Railroad Relocation "A"
Cascade Locks-Mitchell Point Section
Columbia River Hwy.-Hood River County
Contract No. 6858
Project No. I-80N-2(35)43

Dear Sir:

Attached you will find two copies of a letter from the Union Pacific Railroad to our Resident Engineer, Mr. Glen A. Starkey, dated January 31, 1967 explaining the need and estimating the cost for additional treatment required for railroad relocation "A" on the above-captioned project.

This matter has been discussed by your Mr. Willis R. Grafe with Mr. Starkey and the undersigned, and it has been established by field investigation that this work is necessary to allow this project to proceed without delay.

We now request your formal approval of this additional work and authorization to proceed as of February 1, 1967, as agreed in a telephonic discussion on that date between the undersigned and Mr. Grafe. It is understood this work will be reimbursed in accordance with PPM 30-3 and that the railroad will use the contract method on a force account basis.

Inasmuch as the railroad will have forces available to lay track in this area on or before February 20, 1967, we will appreciate your prompt attention to this matter.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: ~~E.B. Klaboe~~ (w/copy of UPRR letter)
L.H. Young "
C.H. Maison "
L.W. Rulien "
G.A. Starkey
R.H. Rumbolz "

RECEIVED
FEB 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 3, 1967

Union Pacific Railroad Company
2525 North Borrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Johnson

Re: Subgrade Preparation
Railroad Relocation "A"
Cascade Locks-Mitchell Point Section
Columbia River Highway-Hood River County
Contract No. 6858
Project No. I-80N-2(35)43
YOUR FILE: D 315-2-8

Gentlemen:

Your letter of January 31, 1967 to our Resident Engineer, Mr. Glen A. Starkey, has been referred to me for reply.

The estimate for the additional work required to prepare the subgrade of the above-captioned railroad relocation on this project has been reviewed and approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of February 1, 1967. You are also authorized to use the contract method to perform this work, as requested in the last paragraph of your letter. Prior to beginning work, please notify Mr. Starkey so that he may arrange to have your work inspected by State personnel.

All work performed on or subsequent to February 1, 1967 will be reimbursed in accordance with PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in your bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: A.W. Parsons
~~E.B. Klaboe~~
L.H. Young
C.H. Maison
L.W. Rulien
G.A. Starkey
R.H. Rumbolz

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2528 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JANUARY 31, 1967

File Ref. D 315 - 2 - 8

Mr. Glenn A. Starkey,
Resident Engineer
Oregon State Highway Department
P. O. Box 716
Hood River, Oregon 97031

Dear Sir:

Cascade Locks - Mitchell Point Section,
Columbia River Highway

In line with your recent discussions with our Messrs. Durrant and Tabor, the subgrade on Railroad Relocation "A" (Line Change No. 1) has become saturated as a result of recent heavy rains and now consists of excessive wet materials which will have to be removed or dried out before track work can be accomplished.

Inasmuch as work on this particular line change is being performed by the Railroad at State expense under the Railroad-State agreement covering the above-captioned section of Interstate Highway construction, will you please advise if the State is willing to reimburse the Railroad for removing the soft and wet material and replacing with suitable granular material so track work can progress on the line change without del y. Ot erwise, it will be necessary for the Railroad to move its track gangs out of the area as soon as cleanup work is complete on the other four (4) easterly line changes, and move these same forces back in again at a later date at State expense.

It appears that suitable subgrade material is available in Cascade Locks which is within a reasonable hauling distance and as a result we tentatively estimate cost of rehabilitating the subgrade at about $5,850. Of this amount $2,720 is for 3,200 cu. yds. of material at 85 cents per cu. yd., loaded and hauled to the site, $2,780 for rental of contractor's equipment needed to remove the unsuitable material and to refinish the subgrade and $350 for Railroad flagging. These figures are furnished only as an estimate and actual costs may vary somewhat.

#2 - Mr. Glenn A. Starkey

Jan. 31, 1967

Except for the flagging, the Railroad does not have equipment or force of its own to do the work but we probably can make an arrangement with a local contractor, Steelman-Duff, Inc. on this basis. If satisfactory, will you please furnish us a letter advising this procedure will be agreeable with the State and assuring us that the Railroad will be reimbursed fully for its expense in this connection.

Yours very truly,

W. G. Johnson

cc: Mr. T. W. Litchfield,
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

#2 - Mr. Glenn A. Starkey

Jan. 31, 1967

Except for the flagging, the Railroad does not have equipment or force of its own to do the work but we probably can make an arrangement with a local contractor, Steelman-Duff, Inc. on this basis. If satisfactory, will you please furnish us a letter advising this procedure will be agreeable with the State and assuring us that the Railroad will be reimbursed fully for its expense in this connection.

Yours very truly,

W. G. Johnson

cc: Mr. T. W. Litchfield,
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

RECEIVED
FEB 3 1967
FOR FILING

IRON-2( )45
6858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1967

To:

MEMO TO THE FILES

SUBJECT: Meeting with Union Pacific Railroad Officials
Bubbs Ranch-Lime Section
Oxman-Bubbs Ranch Section
Irrigon Jct.-Umatilla Co. Line Section
Old Oregon Trail Highway
Baker and Morrow Counties
Cascade Locks-Mitchell Point Section
Columbia River Highway
East Fremont Interchange Section
Stadium Freeway - Multnomah County

On January 30, 1967 a meeting was held in the office of Mr. F. D. Morgan, Construction Engineer, with representatives of the Union Pacific Railroad Company. Representing the railroad at this meeting were: H. B. Durrant, Division Engineer, A. V. Didier, Assistant Division Engineer, and G. M. Tabor, Assistant Engineer. Representing the State were F. D. Morgan and T. W. Litchfield. John H. Walker was called in with regard to the Oxman-Bubbs Ranch Section.

The principle reason for the meeting was to present to the Union Pacific the proposed new alignment and cross sections of the section between Bubbs Ranch and Lime. This has been revised so that our proposed construction will not encroach closer than to the centerline of the railroad tracks than 50 feet. The plan as developed recently was given tacit approval by the railroad. We are now preparing cross sections for their use in a field inspection, which is to be made on February 8, 1967, by Mr. Durrant.

We attempted to get a commitment from them concerning the Lime over-crossing with regard to their new alignment. The indicated that the Omaha office had not replied to their recommendations and questions of early last fall. Their alignment from Lime to Huntington is rather crooked and their proposal for the improvement through the Burnt River Canyon begins at Lime and ends just east of Nelson Point. Their ultimate plan through this area is to connect the two tangents on opposite sides of Lime with a 2-degree curve. This will involve either tunneling beneath or removing entirely the existing lime plant and, therefore, is considered to be nothing more than a vague dream in the distant future.

Their existing alignment around the lime plant begins at the south end of an $8^{o}22'$ curve left, followed by a $5^{o}58'$ curve right and comes back onto a long tangent

with a 6°26' curve left. It is this 6°26' curve left which they have proposed to ease to a 4 degree or possibly a 2 degree curve. They could not tell us what benefit would be realized by the railroad if this curve were eased from its present 6°26' to a 4°, but did say that any slight improvement would assist in train operations. They promised they would again approach their Omaha office and attempt to obtain some kind of a positive answer concerning this particular point. Any railroad revision in this area would be made on the same grade as now exists, so present proposed clearances will be adequate in the future. Any easing of the 6°26' curve would require a longer highway structure, but if the 2 degree alignment were ever built our proposed structure would not be affected.

Our next move in this negotiation is to present our alignment and cross sections to the railroad for their formal approval. We will also proceed with the staking of this new line in the field. When we receive their approval of our preliminary alignment, we will then proceed with the preparation of final plans. We are now proceeding with the revision of right of way widths using the original center line.

With regard to the Oxman-Bubbs Ranch Section and the Pritchard Creek Overcrossing, it was agreed that Mr. Walker and Mr. Durrant would inspect this on February 8 and determine what course of action would be best to follow. It appears their only contention is the reconstruction of the off-track maintenance road, which was not provided for in the PUC Order dated December 18, 1963, but was constructed in 1965 and obliterated by our construction in 1966. We have agreed to reconstruct this road as stated in Mr. Klaboe's letter to the railroad dated February 1, 1967. Messrs. Walker and Durrant will also inspect Nelson Point and the possible location of a railroad shoofly to allow construction of the Bubbs Ranch-Weatherby Section.

With regard to the Irrigon Junction-Umatilla County Line Section, they voiced their objection to our refusal to allow a locked gate access opposite highway Station 613+73, and asked us to reconsider this matter, pointing out the various roundabout routes they would have to take to obtain suitable access to their right of way in this area. We indicated that we would look into the matter, but made no commitments.

With regard to the Cascade Locks-Mitchell Point Section, Mr. Durrant indicated that their pole line crew had constructed their signal and communication lines during wet weather and had muddied the top of the subgrade of railroad relocation "A" to the point that it is not suitable for the installation of ties, ballast and track. It is proposed that this material be shoved off and the subgrade regraded with suitable material from a private source on Herman Creek Road. It is estimated that approximately 3,800 yards of material will be needed. Track work will proceed on February 20, 1967 and it is necessary that this preparation be made prior to that time. We received an estimate of this work on February 1, 1967 amounting to $5,850. Mr. Glen Starkey, our Resident Engineer, met with Mr. Durrant, we have received approval from Mr. Willis Grafe of the Bureau of Public Roads, and the railroad has been authorized to proceed as of February 1, 1967.

With regard to the East Fremont Interchange Section, we inspected the model which is currently set up in A. D. Olson's office and Mr. Durrant stated that the railroad does not like the proposed structure as close as 80 feet to their freight house. He indicated that they were looking for an occupant for this building, and felt that this structure that close to their building would make it undesirable for a future tenant. He felt that if we would pull these ramps in tight against the structure, he would have a better chance of selling that design to their management. I told him that we would look into the situation and see what could be done, but made no commitments in this regard.

T. W. Litchfield
Utilities Liaison Engineer

TWL:sg:fp

cc R. L. Porter
F. B. Klaboe
Tom Edwards
Ivan Merchant
L. H. Young
A. E. Johnson
A. F. Parson
D. H. Moehring
J. W. Valentine
Jack Hesla

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
December 23, 1966

To:
Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT:
Fatal Accident 12-5-66
Cascade Locks-Mitchell Pt. Section
Lower Columbia River Highway
Contract No. 6858
Assign. 492M

In response to your request on the subject assignment, I am submitting herewith a report from Resident Engineer, Glenn Starkey, which includes a sketch map of the westerly end of the project showing the respective locations of the three fatal accidents which have occurred and photographs of the areas involved. No photographs were available of the wrecked vehicles on either accident number 2 or accident number 3.

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

CTK:fb
Enc.
cc Glenn Starkey

FORM E-20 SDH 7-64 SP*8229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
December 21, 1966

SUBJECT: Accidents
Cascade Locks - Mitchell Point
Columbia River Highway
Rogers Construction Company
Contract #6858

To: L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

Attention: Mr. Keasey

Herewith is a sketch showing location of three fatal accidents and pictures of the highway in the areas involved. Please note that pictures for accident #1 were taken immediately following the accident. The others were taken on December 16, 1966.

G A Starkey

Glenn A. Starkey
Resident Engineer

DIVISION NO. 1
RECEIVED
DEC 2[illegible] 1966

NOTED ☐ D.E. ☐ A.D.E. ☐ O.E. ☐ T.E.

FORM E-30 80M 10-65 SP*23401-734

Routing 2-5-3-D-2

Morgan

Parker

Swan

Pease E

Moreland

Scott

Wolfe

Litchf'd

Olson

RECEIVED
DEC 9 1966
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

December 8, 1966

SUBJECT: Fatal Accident 12/5/66
Cascade Locks-Mitchell Pt. Sect.
~~Columbia River Highway~~
Contract No. 6858

To:
Mr. F. D. Morgan
Construction Engineer
Salem

I am forwarding herewith a report from Resident Engineer Glenn Starkey regarding a fatal accident which occurred on the subject section approximately 0.3 mile west of the Wyeth interchange. This accident occurred in an area in which no construction work has been performed due to railroad relocation. This is the third headon fatal collision which has occurred on this section, all involving vehicles passing apparently without sufficient clearance.

We have posted, at 1/2 mile intervals on both sides of this 13-mile section, two-way traffic signs with intermittent signs advising use of headlights for daytime travel. This accident occurred during the hours of darkness, and it is assumed that headlights were in use.

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

12/9/66
Copy to Keasey
pls mail
2 to Morgan

CTK:fb
Enc.
cc Legal w/attach.

FORM E-30 5M 7-64 SP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
December 7, 1966

SUBJECT: Accident 12-5-66
Cascade Locks - Mitchell Point
Rogers Construction Company
Contract #6858

To: Mr. L. W. Rulien
Division Engineer
P.O. Box 02157
Portland, Oregon 97202

An accident occurred Monday night, 12-5-66, at about 10:20 P.M.

Collision was at M.P. 49.5, construction Station 456+50, which is about 0.3 mile west of Wyeth interchange structure. This is in an area where no construction work has been performed to date. Pavement is two lane.

The following information was taken from State Police officer Gordon's report.

Vehicle # 1
1964 Dodge 4 door sedan, license Oregon DAE 062

Owner:
Fern L. Weisner
3937 S.E. Glenwood St.
Portland, Oregon

Operator:
Injured, Bill Howard Trulock, Age 36
5180 S.W. Carmon Dr.
Lake Oswego, Oregon

Suffered broked nose, and face lacerations.

Passenger:
Deceased, Mathew Bill Wiesner, Age 64
3937 S.E. Glenwood St.
Portland, Oregon

Vehicle # 2
1963 Oldsmobile 4 door sedan, license Oregon HAA 867

Owner and operator:
Richard Arnold, Isenberg Age 30
Rt. 3 Box 362
Hood River, Oregon

Accident 12-5-66

December 7, 1966

Vehicle # 1 was proceeding West 50 to 60 M.P.H., traveling around a curve and saw the East bound vehicle # 2 approaching, and passing another East bound vehicle. Vehicle # 1 was unable to maneuver out of the path of Vehicle # 2 to avoid collision.

Vehicle # 2 operator stated that he was East bound at 70 M.P.H. and started to pass an East bound vehicle when he saw vehicle # 1 but was unable to maneuver to avoid collision. He stated that he blacked out and couldn't remember anything until he got into a truck which was bound for Hood River.

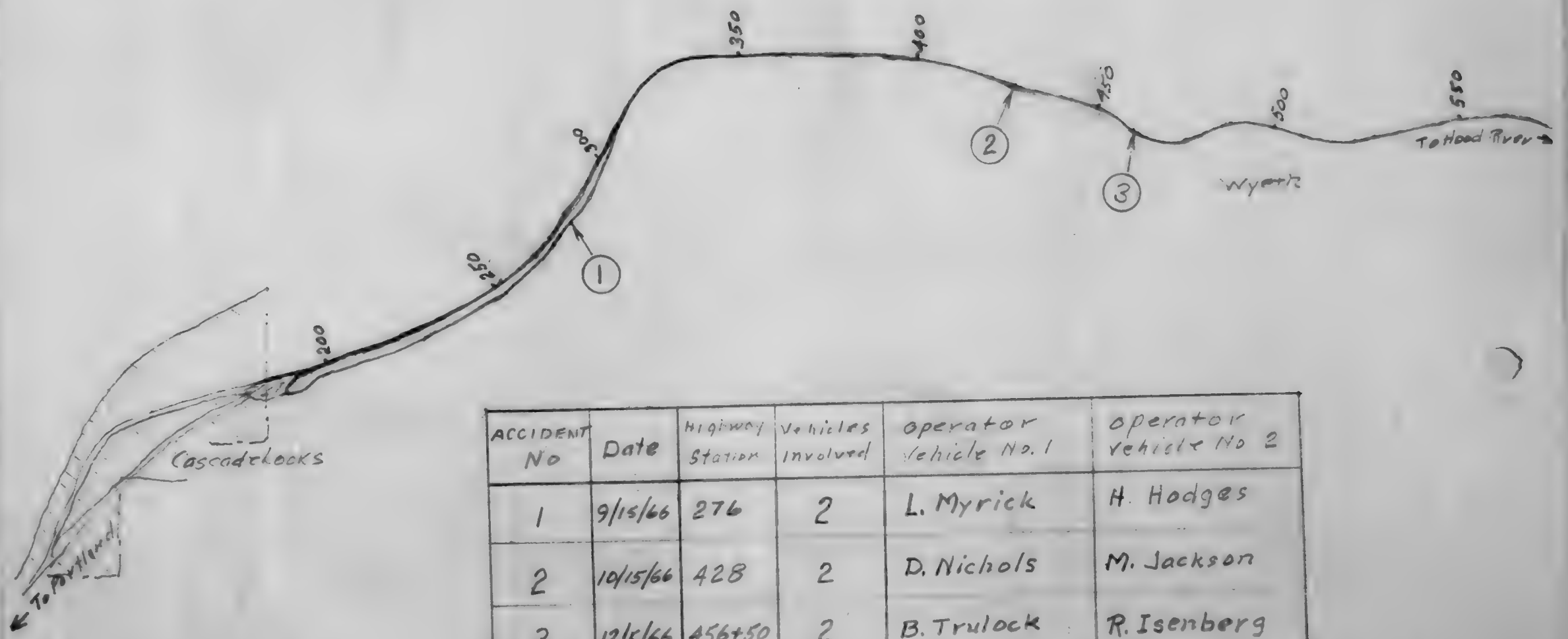
A list of signs is on record in this office.

G. A. Starkey

Glenn A. Starkey
Resident Engineer

cc: files

Cascade Locks - Mitchell Point Section
Columbia River Highway



ACCIDENT No	Date	Highway Station	Vehicles involved	operator vehicle No. 1	operator vehicle No 2
1	9/15/66	276	2	L. Myrick	H. Hodges
2	10/15/66	428	2	D. Nichols	M. Jackson
3	12/5/66	456+50	2	B. Trulock	R. Isenberg

Cascade Locks - Mitchell Pt.
Columbia River Highway
Rogers Const. Co.
Contract 6858

Vehicle #1 Accident 9-15-66

Vehicle #2 Accident 9-15-66

Sta. 274 E.B. Accident #1 9-15-66

Sta. 267+50 E.B. Accident #1 9-15-66

Sta. 248+50 E.B. Accident #1 9-15-66

Sta. 244 E.B. Accident #1 9-15-66

Sta. 235 E.B. Accident #1 9-15-66

Sta. 228 E.B. Accident #1 9-15-66

Sta. 223 E.B. Accident #1 9-15-66

Sta. 218 E.B. Accident #1 9-15-66

Sta. 216 E.B. Accident #1 9-15-66

Sta. 205 E.B. Accident #1 9-15-66

Sta. 1969 E.B. Accident #1 9-15-66

Sta. 1965+50 E.B. Accident #1 9-15-66

Sta. 1963 E.B. Accident #1 9-15-66

Sta. 1957 E.B. Accident #1 9-15-66

Sta 1922 E.B. Accident #1 9-15-66

Cascade Locks - Mitchell Pt
Columbia River Highway
Route 3 Post 2
Photo Book

Vehicle #2 Accident 9-15-66

Sta. 274 E.B. Accident #1 9-15-66

Sta. 267+50 E.B. Accident #1 9-15-66

Sta. 248+50 E.B. Accident #1 9-15-66

Sta. 244 E.B. Accident #1 9-15-66

Sta. 235 E.B. Accident #1 9-15-66

Sta. 228 E.B. Accident #1 9-15-66

Sta. 223 E.B. Accident #1 9-15-66

Sta. 218 E.B. Accident #1 9-15-66

Sta. 216 E.B. Accident #1 9-15-66

Sta. 205 E.B. Accident #1 9-15-66

Sta. 1969 E.B. Accident #1 9-15-66

Sta. 1965+50 EB Accident #1 9-15-66

Sta. 1963 EB. Accident #1 9-15-66

Sta. 1957 EB. Accident #1 9-15-66

Sta 1922 EB. Accident #1 9-15-66

Sta. 444 E.B. Accident #3 12-5-66

Sta. 449 E.B. Accident #3 12-5-66

Sta. 454+50 E.B. Accident #3 12-5-66

Sta. 469 E.B. Accident #3 12-5-66

Sta. 449 E.B. Accident #3 12-5-66

Sta. 438 W.B. Accident #2 10-15-66

Sta. 430 W.B. Accident #2 10-15-66

Sta 426 E.B Accident #2 10-16-66

Sta. 460+50 W.B. Accident #3 12-5-66

Sta 458+50 W.B. Accident #3 12-5-66

Form A-105—6M

APPROVED
Contingent upon modification of project agreement
1-17-67
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Cascade Locks - Mitchell Point Date November 29, 1966

Highway Columbia River Contract No. 6858 F. A. Project No. I-80N-2 (35)43

County Hood River Prefix 614-1063 Account No. 278-04

Description of Work To Be Done:

Provide Permanent Traffic Line Stripes, and temporary traffic line stripes.

Location by Station Numbers:

Throughout project. Station 209+50 to 949+12

Estimate of Quantities and Costs:

Incidental interchange pavement legends - - - - - - - - - 43 hr. at $23		$ 989.00
3" solid white, 66 miles at $46.00 - - - - - - - - - - - - - - - - - -		3,036.00
4" intermittent white, 31 miles at $29.00 - - - - - - - - - - - - - -		899.00
Subtotal - - - - -		$4,924.00
Temporary Striping - - - Labor	$1,000	
Equipment	1,000	
Materials	2,000	
Subtotal - - - - -		$4,000.00
Total - - - - -		$8,924.00

Explanation:

Permanent pavement striping in accordance with B.P.R. Memorandum August 3, 1966. To be performed during the 1967 construction season. Temporary striping will be substantial on this project due totraffic problems.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,924,728.38	
Present estimate of project cost, including $8,924.00 for work under this order	$3,924,728.38	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ Glenn A. Starkey, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or [redacted]

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved: /s/ L. H. Young, [redacted] Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

Form E-208—6M

OREGON STATE HIGHWAY DEPARTMENT

DEC 1 1966

G1-P

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Cascade Locks-Mitchell Point Date November 29, 19 66

Highway Columbia River Contract No. 6858

County Hood River Prefix 614-1063

Contractor Rogers Construction Company F. A. Project No. I-80N-2(35)43

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove Slide Material

Location by station numbers:

Various throughout project. Station 209+50 to 949±

Estimate of quantities and cost:

Remove approximately 1,000 cubic yards

Labor	$ 500.00
Material	300.00
Equipment	1,200.00
	$ 2,000.00

RECEIVED
DEC 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Minor slides have occurred in existing cuts which were performed under a previous contract. Funds were set up in project authorization for this purpose. Work to be performed about January 3, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,924,728.38	
Present estimate of project cost, including $2,000.00 for work under this order	$3,924,728.38	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ G. A. Starkey
Glenn A. Starkey Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey Division Engineer

Approved: /s/ L. H. Young Office Engineer.

SP-23577-734

12-20-66

STATE COPY

Form A-106—SM

Contract upon modification of project [illegible] additional funds [illegible]

OCT 24 1966

C1-P [illegible]

[illegible] Engineer

U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Cascade Locks-Mitchell Point Date October 20, 1966

Highway Columbia River Contract No. 6858 F. A. Project No. I-80N-2(35)43

County Hood River Prefix 614-1063 Account No. 274-03

Description of Work To Be Done:

Furnish & Install Temporary Signs

Location by Station Numbers:

Various throughout project.
Station 209+50 to 949+12

Estimate of Quantities and Costs:

Furnish & Install 18 signs "Turn on Lights"

Material	$ 400.00
Labor	50.00
Equipment	50.00
Total	$ 500.00

Explanation:

This work is being performed by State Forces due to urgent need of these special signs. They can be made and installed with a minimum of delay. (See Attached Letter).

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 3,924,728.38	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 500.00 for work under this order	$ 3,924,728.38	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ Glenn A. Starkey
Glenn A. Starkey
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved: /s/ L. H. Young
[illegible] State Highway Engineer.
[illegible] Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form E-308—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 24 1966 By _____
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Cascade Locks - Mitchell Point Date August 19, 1966

Highway Columbia River Contract No. 6858

County Hood River Prefix 614-1063

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(35)43

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Temporary Construction Signing for directional routing of traffic.

Location by station numbers:

As required throughout Project Station 209+50 to 949+12.

Estimate of quantities and cost:

Labor - - - - - - - - -	$ 1,500.00
Equipment - - - - - - -	500.00
Materials - - - - - - -	2,000.00
	$ 4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To provide signs as per contract.
Anticipated that installation of "Two Way Traffic" Signs will be installed about Sept. 1, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,924,728.38	
Present estimate of project cost, including $4,000.00 for work under this order	$3,924,728.38	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Glenn A. Starkey, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasy, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer or Office Engineer.

State Printing

Young 9-12 6 L.

STATE COPY

Form A-105—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds [illegible]
G-1P
[illegible]

Order No. [illegible]1

Project Name Cascade Locks - Mitchell Point Date August 16, 1966

Highway Columbia River Contract No. 6858 F. A. Project No. I-80N-2(35)43

County Hood River Prefix 614-1063 Account No. 284-01

Description of Work To Be Done:

Reimburse U. P. Railroad for protective services.

Location by Station Numbers:

Throughout project as required for construction. Station 209+50 to 949+12

Estimate of Quantities and Costs:

Total Authorized $20,000.00

Explanation:

This amount set up in project authorization, and in contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$3,924,728.38
Present estimate of project cost, including $20,000 for work under this order	$3,924,728.38
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn A. Starkey, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

[illegible] 9-14-66

CD-32-5 C
CR-35-6 7-5

RECEIVED
AUG 15 1966
FOR FILING

Form 816 1000 6-48 SP*25401-784

I-80N-2(35)43

6457

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1966

RAILROAD COMPANIES
FILE No. 619

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: Supplemental Agreement
Union Pacific Railroad Company
File Nos. 31248 and 24567
Cascade Locks-Mitchell Point Section
Columbia River Highway (I-80N)
Hood River County

Returned herewith please find fully executed supplemental agreement with Union Pacific Railroad Company.

It has been determined that said supplemental agreement need not be recorded and therefore you may now file the original in your permanent records.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: G. E. Rohde

Noted
8-12-66
LJ

RECEIVED
JUN 30 1966
FOR FILING

I-80N-2(35)43

KLAMOE

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

0258

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 27, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-2(35)43
Cascade Locks-Mitchell Point
Grading, Paving & Signing

As requested in Mr. Young's letter of June 21, 1966, advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of June 16, 1966, in the award of contract No. 6858 to Rogers Construction Co. of Portland, Oregon, low bidder in the amount of $3,207,547.45 at the June 9, 1966, bid opening.

REFERRED TO
Young
Asst. State Hwy. Engr.
6-30-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 20 1966
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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-80N-2(35)43

6858

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 17, 1966

Rogers Construction Company
11760 N. E. Glisan
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on June 16, 1966, awarded to you State Highway Contract No. 6858 for the following project:

Grading, paving and signing on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

This award was based on your bid of $3,207,347.45 which was submitted to the Commission on June 9, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. M. Young
C. D. Matthis (SIAC)
I. D. Morehant

FORM E-30 60M 2-66 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1966

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Utility R/W Status Report for
June 9, 1966

The status of negotiations on all FAI, FA, CJI, CJF and ER projects for this letting is as follows:

1. CASCADE LOCKS-MITCHELL PT. SECTION: Pave, Grade and Sign

The only remaining utility work to be completed is the adjustment of Pacific Northwest Bell Telephone Company's underground cable from Station 654 to Station 699. The estimate and sketch for this work was approved by the Bureau of Public Roads in connection with the grading contract and the relocation costs will be charged to that project (I-80N-2(9)43). No delays are anticipated and no additional right of way is required.

The railroad agreement was approved by the Bureau of Public Roads in connection with the grading project.

2. WINCHESTER AND ASHLAND TRUCK SCALES: Illumination

No Utilities are involved.

3. GRAND RONDE-WILLAMINA SECTION: Screening

No Utilities are involved.

4. WILLOWDALE JCT.-ANTELOPE CREEK SECTION: Base, Oil and Structure

No Utilities are involved.

5. HARNEY COUNTY LINE-HOGBACK SUMMIT SECTION: Grade and Oil

No Utilities are involved.

6. CLYDE HALLIDAY SAFETY REST AREA: Improvement

No Utilities are involved.

7. "Q" ST. INTERCHANGE-15th ST. (Springfield): Roadside Improvement

No Utilities are involved.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
C. H. Maison
D. H. Moehring
V. G. O'Neil
L. H. Young (8)

RECEIVED
MAY 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1966

FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(35)43

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~ 6858

DATE: May 18, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-2(35)43
Cascade Locks-Mitchell Point Section
Grading, paving and signing

REFERRED TO W Land
By Asst. State Hwy. Engr. 5-31-66

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use and further that control of access rights has been obtained with the possible exception of those involved with utilities, as indicated in Mr. Oakes' and Mr. Litchfield's May 10, 1966 reports.

You are authorized to proceed with the contractor's flagging estimated at $50,000. You are also authorized to proceed with the railroad protective work under your June 10, 1963 agreement approved under Project I-80N-2(9)43. Your further action will be necessary on the other contingency items included in your estimate to obtain authorization to proceed.

Your attention is called to the proposed surfacing of the parking area located opposite Station 717 in connection with Starvation Creek Park. This work is outside the limits of the roadway and must be considered ineligible for Interstate participation and should be so treated in the quantity summary. Inclusion of the earthwork in connection with the grading was primarily intended to allow its use as a waste area rather than as any commitment.

NOTED
F. B. KLABOE

We are not in accord with the guardrail treatment along the binwall as shown on sheet 2c. Some form of protection for the binwall may be necessary but should be accomplished without cutting and welding on rail and binwall.

Installation of the 78" culvert at Sta. 675 could well require some shoring and cribbing and prospective bidders should be so advised.

Approval of the traffic guide sign is (Type AA & BB) conditioned on the use of a non-reflectorized background instead of the reflectorized background, as explained in a separate memorandum of this same date.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Modification of the general specification Article 320-3.13 to permit breakdown rolling with rubber tired rollers, should be made to comply with current rolling practices.

The pavement type selection of the project is accepted on the basis of documentation attached to your revised May 13, 1966 "Project Base Design" sheet. Stage construction of the pavement is acceptable on the basis of this design and supplemental justification included in Mr. Gregg's report of May 17, 1966. Eligibility of the future 2-inch overlays for financing with Interstate funds is thereby established, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure at the time such work is undertaken.

Mr. Young's May 16, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

RECEIVED
MAY 25 1966

FOR FILING

Form CD-121 (11-63) (Prsa. Bl A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

KLABE

I-10N-2(35)43

TO : Mr. Forrest Cooper, State Highway Engineer
6858 Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 17, 1966

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Federal-aid Interstate Program

Mr. Young's April 28 and May 5, 1966 letters submitted 3 items for inclusion in the subject program. These Stage 2 construction phase projects are approved effective this date:

Item	Project	Location	Work
449	I-80N-2(35)43	Cascade Locks-Mitchell Point	Pave
450	I-5-3(74)131	Winchester Truck Scale	Illum.
451	I-5-1(62)19	Ashland Truck Scale	Illum.

This action provides for an aggregate total estimated cost of $3,012,500.00, of which $2,771,400.00 is reserved as Federal-aid Interstate funds. Your reimbursable obligation balance as of this date is reduced to $6,218,373.00 with a current unprogramed balance of $4,852,450.00.

REFERRED TO
Approved
By Asst. State Hwy. Engr.
5-23-66

NOTED
C. D. KLABE

RECEIVED
MAY 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 1 - 1966

FOR FILING

I-80N-2(35)#3

6858

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
May 17, 1966

To: F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Cascade Locks - Mitchell Point
Columbia River Highway (PAR 1)
Hood River County

Attention: G. L. Decker

Attached is a "Revised Project Base Design" recommending an increase in thickness on both new work and the overlay for the existing roadway. This re-evaluation is based on drill holes and tests completed in April 1966.

For new work the original base design used an "R" Value of 63, assuming the subgrade would be sandy gravel or rock. In resampling the subgrade the "R" Values ranged from 6 to 77, clayey silt to rock, with the majority of the material being considerably poorer than the sandy gravel or rock anticipated.

The existing highway is showing serious distress. (See attached pictures). The existing base varies in thickness, with layers of fair material being interspersed with poorer material. This contamination reduces the value of the base to that of a lower class subbase.

NOTED
F. B. KLABOE

The material selected as the Typical Soil is fairly representative of the entire section, with minor exceptions. Stronger materials were encountered, but in such short sections that it would not be economically feasible to reduce the recommended thickness. Also, grades are controlled by existing structures and a uniform thickness is desirable.

F. W. Yarbrough
Staff Assistant

C. J. Gregg
Asst. Section Supervisor

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED. REVISED

Section CASCADE LOCKS - MITCHELL POINT Highway COLUMBIA RIVER (FAR 1) County HOOD RIVER Prefix 614-1049

Res. Engr. G. Starkey Approx. Length 14.0± Miles. Sta. 210± to Sta. 936± Date 5-13-66

Truck A.D.T. 788 Traffic Coefficient 10.3 18 kip s.a. per day 551.9.

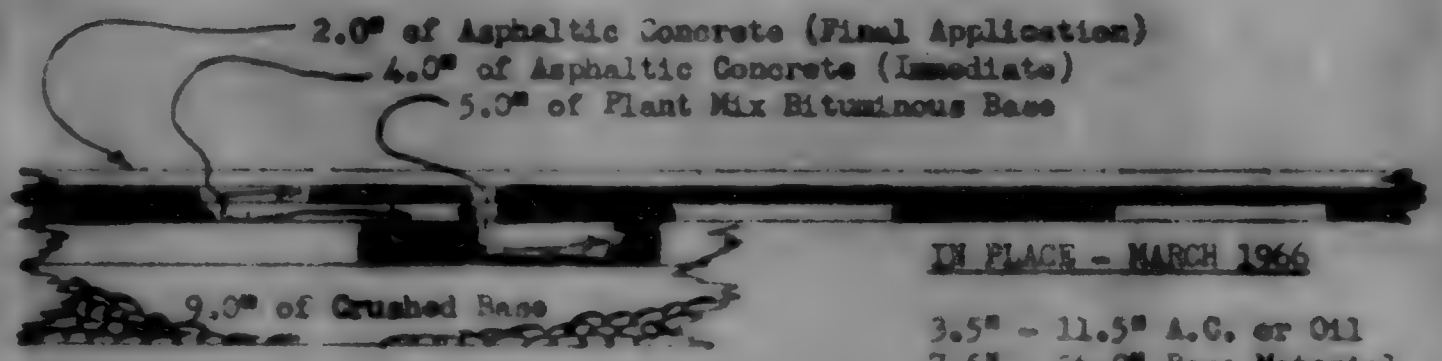
Annual Precipitation 66"± (Bonneville) 26"± (Hood River) Frost Penetration - - - - - -.

(I)
Typical Soil
33 LL
8 PI
84 %P 10
68 %P200
10 %Gravel
6 % Sand
10 % Sand
45 %Silt
33 %Clay
11 "R" Value
(Koshkanon)

AASHO CLASSIFICATION:
A-4 (7)

MATERIAL SOURCES:
To be determined by the Engineer.

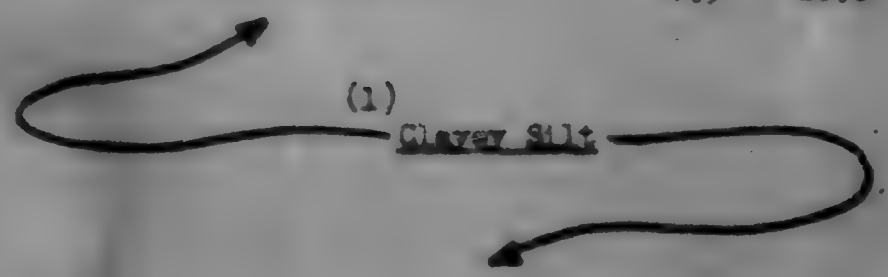
NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
5.0" of Plant Mix Bituminous Base
9.0" of Crushed Base

EXISTING ROADWAY (Where Utilized)

IN PLACE - MARCH 1966

3.5" - 11.5" A.C. or Oil
7.5" - 26.0" Base Material



	CDE Total Req.	Credit	Actual Thick.	
NEW WORK				
		4.0	2.0	A.C. (F)
		8.0	4.0	A.C.
		9.0	5.0	F.M.
		9.0	9.0	Cr. Base
	32.5	30.0	20.0	
EXISTING ROADWAY				
		4.0	2.0	A.C. (F)
		8.0	4.0	A.C. (F)
IN PLACE - AVERAGE				
		7.5	5.0	A.C. or O.
		8.5	14.5	Base
	32.5	28.0	25.5	

Note:
Recommend extra quantities be allowed for areas that will be removed and replaced, also for leveling and patching, etc.

Submitted by E G Starkey for Staff Assistant

Recommended by O A White Engineer of Materials

Recommended by _____ Construction Engineer

Approved by B V Vandenberg Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

CASCADE LOCKS - MITCHELL POINT
COLUMBIA RIVER HIGHWAY (FAR 1)
HOOD RIVER COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	"PMBS or Level	Crushed Base	Total CBR Req.	Actual Thickness
90 - 240	4.0"	"5.0"	9.0"	27.0"	18.0"
30 - 90	3.5"	2.0"	14.5"	23.5"	20.0"
8 - 30	3.5"	2.0"	11.5"	20.5"	17.0"
1 - 8	3.5"	2.0"	8.5"	17.5"	14.0"
Cars Only	2.0"	2.0"	6.5"	12.5"	10.5"

For substitutions use the "Total CBR Requirement Column" to obtain required thickness and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (See Standard Specs) (and Supplementals)	=	0.8" Crushed Base

"EXISTING ROADWAY"

1.0"	Asphaltic Concrete	=	1.5" Crushed Base
1.0"	Base Material	=	0.6" Crushed Base

Note:

The Existing Highway from Sta. 255± - 290± will be utilized as a Frontage Road, and logging traffic is anticipated. The following overlay is recommended:

R = 11
Truck ADT = 8 - 30
CBR = 20.5"

Credit		Actual Thickness
4.0"		2.0" A.C.
	IN PLACE	
10.0"	-	6.5" A.C. (variable 5"± - 8"±)
7.0"	-	11.0" Base
21.0"		19.5"

SECTION: CASCADE LOCKS - MITCHELL POINT

HIGHWAY: COLUMBIA RIVER (PAR 1)

COUNTY: HOOD RIVER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 6400 (Total)

B. Future ADT 13300 (Total)

C. Mean ADT 9850 (ADT)

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 16 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .08 x (C) 9850 = 788

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 788 x (H) 100 % = 788

TRAFFIC COEFFICIENT = K (I)$^{0.119}$

where K = 4.069

= 10.3

SECTION: CASCADE LOCKS - MITCHELL POINT

HIGHWAY: COLUMBIA RIVER (FAR 1)

COUNTY: HOOD RIVER

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

The project consists of widening a present 2 lane facility to 4 lanes. The existing roadway will generally be utilized with the addition of an A.C. overlay. Also, the new lanes will, in numerous places, be crossing the old lanes. This requires "feathering in and allied work" and A.C. is more desirable for this type of construction.

Station	Hole No.	Depth	Top Size	#1/4	#10	#200	LL	PI	SL	LAB	OAD	"F" Value	Classif.	% Moist.
893+65 WB	27	0-4½"	A.C.											
		4½"-5½"	Level - with oil - No Test											
		5½"-10"	3"	31.4	15.7	10.6	24	2	29.3	17.2	11.05 0.3	84	A-1-a Si.Sa.Gr.	
		10"-15"	3"	27.2	18.4	9.3	18	0	36.5	13.6	12.86 0.4	76	A-1-a Si.Sa.Gr.	
		15"-30"	3"	73.2	55.8	38.9	40	13	8.7	--	36.44 6.9	8	Gr.Cl.Sa.	
892+00 EB	12	0-10"	3"	60.9	39.5	25.8	36	9	11.5	--	23.13 2.1	18	A-2-4 Si.Sa.Gr.	
888+50 EB	11	0-15"	3"	36.2	15.8	9.4	41	4	22.9	--	22.85 1.4	69	A-2-7 Si.Sa.Gr.	
870+10 WB	26	0-5"	A.C. - Broken and rutted											
		5"-8"	2" Rock - No Test											
		8"-11"	2" Rock - Mixed w/soil as 11"-17"											
		11"-17"	3"	96.2	89.5	31.1	20	0	--	--	--	48	A-2-4 Si.Sa.	14.8
		17"-33"	3"	48.1	22.8	14.0	30	0	20.1	21.8	17.74 2.8	68	A-1-a Si.Sa.Gr.	12.4
863+00 EB	9	0-8"	2"	51.9	30.1	21.8	34	5	14.7	--	26.70 1.2	32	A-1-b Si.Sa.Gr.	
842+60 EB	13	0-8"	2"	54.2	28.2	20.8	27	0	18.2	14.5	18.20 1.4	77	A-1-b Si.Sa.Gr.	

Station	Hole No.	Depth	Top Size	#4	#40	#200	LL	PI	SE	LAR	OAD	"K" Value	Classif.	% Moist.
		4"	A.C. or Oil - Cracked											
		4"-9"	9"	Stone with Oil - No Test							8.88		A-1-a	
824+90 WB	24	9"-15"	2"	28.7	5.7	3.0	21	0	--	13.6	0.2	79	Gravel	
											13.18		A-1-a	
		15"-30"	2"	25.3	18.6	14.5	24	0	14.4	16.3	1.0	79	Sa.Si.Gr.	10.6
											18.21		A-1-b	
819+50 WB	20	0-6"	--	44.6	29.6	22.3	28	2	13.6	--	1.5	40	Sa.Si.Gr.	
		4"	A.C. or Oil - Broken											
											23.05		A-1-a	
771+50 EB	23	4"-7"	2"	45.3	18.8	14.3	30	6	--	--	0.7	--	Si,Sa.Gr.	
											10.53		A-1-a	
		7"-15"	--	39.1	16.0	11.2	32	4	31.4	14.5	0.4	59	Si.Sa.Gr.	
											25.92		A-1-b	
		15"-29"	3"	44.7	22.9	17.3	32	4	--	--	1.5	44	Sa.Si.Gr.	
710+00 EB	22	0-3½"	A.C.											
		3½"-7"	Level with Oil - No Test											
											12.81		A-1-a	
		7"-15"	4"	40.1	13.4	8.5	27	0	25.3	16.3	0.5	80	Si.Sa.Gr.	8.8
		15"-24"	12"	Large Rock - No Test										
											21.05		A-2-4	
		24"-37"	--	45.4	25.4	19.4	38	7	15.9	--	1.1	60	Si.Sa.Gr.	15.5
652+40 EB	21	0-4½"	A.C.	Alligatored pavement										
		4½"-5½"	3/4"-0	Dirty, oil in rock										
											14.76		A-1-b	
		5½"-12"	--	36.6	15.4	11.0	29	2	18.8	16.3	1.0	53	Si.Sa.Gr.	8.9
											13.89		A-1-b	
		12"-26"	--	37.1	19.7	15.8	28	3	26.3	16.3	1.1	72	Sa.Si.Gr.	8.1

Station	Hole No.	Depth	Top Size	#1/4	#40	#200	LL	PI	SE	LAR	OMD	%g Value	Classific.	% Moist.
633+00 EB	7	0-6"	--	79.9	59.9	49.4	27	0	8.5	--	37.46 3.3	53	A-4 (3) Sa.Si.	22.3
583+00 EB	20	0-4"	A.C. Badly cracked - No Test											
		4"-5½"	3/4"-0 No Sample											
		5½"-15"	2½"-0 Base - No Sample											
		15"-36"	--	39.6	28.0	21.4	33	3	17.6	16.3	12.66 0.6	57	A-1-b Sa.Si.Gr.	10.2
523+00 EB	19	0-11½"	A.C. and Patches - No Sample											
		11½"-18"	3/4"-0 Clean leveling - No Sample											
		18"-32"	--	43.2	26.3	19.3	26	3	14.1	16.3	17.68 0.5	45	A-1-b Sa.Si.Gr.	8.9
529+10 EB		0-8"	2"	69.6	39.1	26.8	28	6	--	--	--	47	A-2-4 Gr.Si.Sa.	
511+00 WB	6	0-12"	--	69.4	54.6	49.3	24	1	8.9	--	20.90 1.3	14	A-4 (3) Sa.Si.	13.8
490+00 EB	32	0-3½"	A.C. and Oil											
		3½"-6½"	Level - Oil in material											
		6½"-9"	3"	52.7	31.7	13.5	22	0	41.1	--	20.44 0.7	76	A-1-a Si.Sa.Gr.	
		9"-14"	3"	41.0	21.1	12.5	26	0	--	14.5	12.02 0.3	59	A-1-a Si.Sa.Gr.	
		14"-23"	3"	58.1	46.0	34.4	34	0	--	--	22.74 0.5	65	A-2-4 Sa.Si.Gr.	

Station	Hole No.	Depth	Top Class	#1/4	#40	#200	LL	PI	SE	LAR	OMC	"R" Value	Classif.	% Moist.
468+00 EB	18	0-5½"	A.C. and patches. Poor shape - No sample											
		5½"-14"	2½"-0 Base - No sample											
		14"-31"	--	27.9	13.6	9.7	30	2	19.0	--	19.08 0.3	78	A-1-a St.Sa.Gr.	6.9
415+00 WB	17	0-3½"	A.C.											
		3½"-14"	2½"-0 Clean Base - No sample											
		14"-30"	--	36.9	23.5	18.4	26	2	12.6	18.1	16.80 1.4	61	A-1-b Sa.St.Gr.	
412+03 WB	25	0-6"	A.C.											
		6"-25"	3"	34.6	21.4	16.0	29	4	16.7	17.2	17.84 0.8	64	A-1-b Sa.St.Gr.	
		25"-34"	--	88.0	78.2	68.0	33	8	--	--	--	11	A-4 (7) Cl.Silt A-4 (8)	
410+25 WB	5	0-6"	--	75.5	71.1	55.7	23	0	--	--	25.95 1.7	66	A-4 (4) Gr.Sa.St.	
		6"-18"	--	86.4	83.1	69.6	25	0	5.2	--	--	38	A-4 (7) Sa.St.	21.1
366+50 EB	16	0-5½"	A.C. and Patches											
		5½"-19"	--	29.4	17.2	12.6	27	3	--	17.2	10.24 0.6	72	A-1-a Sa.St.Gr.	
		19"-33"	--	34.2	20.2	14.6	30	0	--	18.1	14.48 1.1	61	A-1-a Sa.St.Gr.	

Station	Hole No.	Depth	Top Mix	#4	#40	#200	LL	PI	SE	LAR	OAD	"F" Value	Classification	% Moist.
357+00 EB	4	0-6"	--	81.9	59.5	39.6	25	0	8.0	--	31.71 1.6	41	A-4 (1) Gr.Si.Sa.	19.2
356+ EB		unfinished cut	3"	72.0	48.8	31.3	22	0	--	--	--	78	A-2-4 Gr.Si.Sa.	
310+00 WB		0-6"	A.C.								11.27		A-1-a	
		6"-16"	--	30.6	18.4	13.1	28	2	11.8	15.1	0.7	64	Sa.Si.Gr.	
308+00 EB	2	13"-25"	--	88.5	82.3	66.7	53	6	8.4	--	37.40 8.5	12	A-5 (9) Sa.Si.	
285+00 EB	3	0-12"	--	81.0	73.3	54.1	27	0	8.0	--	--	21	A-4 (4) Gr.Sa.Si.	17.3
252+00 WB	1	0-18"	--	91.1	83.8	63.8	54	16	6.9	--	--	6	A-7-5 (11) Si. Clay	38.4
247+50 EB	29	0-3"	A.C.											
		3"-15"	Base - No sample				New Construction							
		15"-34"	3"	47.4	32.4	19.7	35	0	--	19.0	15.07 0.7	76	A-1-b Si.Sa.Gr.	
235+00 EB	14	0-4½"	A.C. and Patches								10.85		A-1-a	
		7½"-17"	3"	43.3	20.0	12.9	27	4	22.0	14.5	0.3	55	Si.Sa.Gr.	
		17"-26"	3"	52.6	37.6	28.4	48	24	8.3	--	24.60 1.1	7	A-2-7 Sa.Cl.Gr.	21.4
220+00 EB	31	0-3"	A.C.								12.39		A-1-a	
		3"-14"	3"	43.6	20.9	13.3	30	6	20.9	18.1	0.6	39	Si.Sa.Gr.	
		14"-24"	3"	35.3	16.5	10.5	32	7	--	16.3	12.06 1.1	44	A-2-4 Si.Sa.Gr.	
		24"-36"	3"	49.2	22.9	11.6	28	0	--	20.0	14.80 0.8	60	A-1-a Si.Sa.Gr.	

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

I-80N-2(35)43

6858

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

December 1, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This letter is in reply to yours of November 10, 1965 which listed ten projects for our approval.

Approval is hereby given for the following listed projects, with recommendations for several of them following:

1. Rufus-Quinton Section, Columbia River Highway, Sherman & Gilliam Counties.
2. Wankers Corner-West Linn Section, FAS 120, Clackamas County.
3. Mt. Angel-Silverton Section, Hillsboro-Silverton Highway, Marion County.
4. Cascade Locks-Mitchell Point Section, Columbia River Highway, Hood River County.
5. Orleans-Calapooya River Section, Corvallis-Lebanon Highway, Linn County.
6. Cow Creek Rest Area, Pacific Highway, Douglas County.
7. Roberts Mountain-Myrtle Creek Section, Pacific Highway, Douglas County.
8. South Umpqua Safety Rest Area, Pacific Highway, Douglas County.
9. Pacific Highway West-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County.

Regarding the Mt. Angel-Silverton Section, protection is needed for migrant salmonids in the area of the channel change on Abiqua Creek. Siltation should be avoided, and work in the stream confined to the period after July 1.

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

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DEC 3 1965
CONSTRUCTION
DIVISION

Peace
Merelock
Trout
Scott
Wills
Litchfield
Olson

On the Orleans-Calapooya River Section, it is assumed that a bridge will be used to cross the Calapooya River. This stream contains migrating salmon and steelhead, and consequently any construction in the stream should commence after July 1.

We have not included approval of the Burnside-Big Creek Section in this letter. Our comments regarding this will be sent in a few days, as certain aspects of this project are still being investigated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Kocki

R. O. Kocki
Chief of Liberations

ROK:dm

cc: Director CFC

12-3-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (9)
T. C. Roake
J. E. Morelock
L. W. Rulien (6)
R. D. Asburry (4)
L. R. Chandler (6)
J. F. Putnam (2)

fp

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NOV 2 0 1965

COMMISSIONERS:
HERMAN F. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

I-80N-2(35)43

6858

November 18, 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

RECEIVED
NOV 1 0 1965
CONSTRUCTION
DIVISION

Routing
Barbee
Walker
Glenn
Swan
Pyles
Moreland
Trout
Scott
Wills
Litchfield
Olsen

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. D. J. Barbee

Dear Mr. Cooper:

The following listed plan title sheets transmitted to us by your letter dated November 10, 1965 have been examined. Our comments are listed below in conjunction with the listed projects.

Wanker Corner-West Linn Section, FAS 120, Clackamas County.

Fish passage must be maintained at the Tualatin River crossing.

Burnside-Big Creek Section, Columbia River Highway, Clatsop County.

Mary Creek, Bear Creek and Ferris Creek crossings must have passage on the relocated section of highway.

Cascade Locks - Mitchell Point Section, Columbia River Highway, Hood River County.

As stated in our letter of comments to you dated January 20, 1964 and reiterated here again, we request fish passage be provided at Herman Creek, Lindsey Creek and Starvation Creek.

Orleans-Calapooya River Section, Corvallis-Lebanon Highway, Linn County.

Fish passage must be maintained at the Calapooya River crossing.

Pacific Highway West - South Tigard Interchange Section,
Beaverton - Tigard Highway, Washington County.

We anticipate no conflicts with the fishery resource as a result of this project from the limits of the Baldock Freeway to Sunset Highway.

Your bringing these projects to our attention for comment is appreciated.

Sincerely,

Edw. K. Neubauer B

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

11-19-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (6)
R. D. Asburry (4)

fp

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OCT 16 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-84N-2(35)43
6858

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 11, 1963

NOTED
R. L. PORTER

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97217

ATTENTION: Mr. G. H. Baker

Re: Revised Estimate for Railroad Relocations
B, C, D and E
Cascade Locks-Mitchell Point Section
Columbia River Highway - Hood River County
Project No. I-80N-2(9)43
YOUR FILE: D - 315 - 2 - 8

Gentlemen:

As requested in a recent telephone conversation with your Mr. Glenn Tabor, we are enclosing herewith the latest revised estimate of the cost to the railroad on this section of the Columbia River Highway.

You will note this estimate is identical with that dated June 20, 1963, with the exception that the railroad riprap has been eliminated. The total estimated cost to the railroad company is now $814,487.34.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

enc.

cc: A. W. Parsons (w/copy of revised estimate)
R. L. Porter "
L. P. Shaw "
L. H. Young "
W. T. Wright "
A. E. Johnson "

RECEIVED
OCT 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

~~(6/20/63)~~
~~8/1/63~~ -

OREGON STATE HIGHWAY DEPARTMENT
ESTIMATE OF COST FOR RELOCATION OF UNION PACIFIC RAILROAD AT BEAC[illegible] ROCK, WYETH, LINDSEY CREEK AN[illegible] IENTO

NOTE: Ranger Station Relocation "A" is to be paid for by the State of Oregon.

	Unit	Net	Allow.	Total	Unit Price	Amount
BEACON ROCK RELOCATION "B"						
Clearing and Grubbing	All	All		All		$ 800.00
Drainage Excavation, Unclassified	Cu.Yd.	54	6	60	$ 3.00	180.00
Excavation, Unclassified	Cu.Yd.	1,092	108	1,200	.85	1,020.00
Hauling and Placing Materials	Cu.Yd.	128,105	12,795	140,900	.40	56,360.00
Sprinkling	M-Gal.	140	10	150	2.50	375.00
Finishing Roadbed and Slopes	All	All		All		350.00
~~Railroad Riprap~~	~~Cu.Yd.~~	~~14,602~~	~~1,398~~	~~16,000~~	~~4.00~~	~~64,000.00~~
18" Corrugated Metal Pipe, 12 Gage	Lin.Ft.	134	16	150	5.50	825.00
24" Corrugated Metal Pipe, 12 Gage	Lin.Ft.	150	10	160	8.00	1,280.00
						~~$ 125,190.00~~
						61,190.00
WYETH RELOCATION "C"						
Clearing and Grubbing	All	All		All		$ 2,200.00
Drainage Excavation, Unclassified	Cu.Yd.	90	10	100	$ 3.00	300.00
Excavation, Unclassified	Cu.Yd.	985	105	1,100	.85	935.00
Hauling and Placing Materials	Cu.Yd.	286,879	28,721	315,600	.40	126,240.00
Sprinkling	M-Gal.	315	35	350	2.50	875.00
Finishing Roadbed and Slopes	All	All		All		950.00
~~Railroad Riprap~~	~~Cu.Yd.~~	~~24,465~~	~~2,435~~	~~26,900~~	~~4.00~~	~~107,600.00~~
18" Corrugated Metal Pipe,12 Gage	Lin.Ft.	82	8	90	5.50	495.00
Extra for Pipe under Railroad	All	All		All		1,200.00
54" Corrugated Metal Pipe, 8 Gage	Lin.Ft.	144	16	160	33.00	5,280.00
Class "A" Concrete in Box Culvert	Cu.Yd.	75	5	80	55.00	4,400.00
Metal Reinforcement in Box Culvert	Lb.	10,100	900	11,000	.14	1,540.00
Concrete Manhole	One	1		1	450.00	450.00
66" Tunnel Liner Plate Pipe	Lin.Ft.	62	8	70	125.00	8.750.00
						~~$ 261,215.00~~
						153,615.00
LINDSEY CREEK RELOCATION "D"						
Clearing and Grubbing	All	All		All		$ 2,200.00
Drainage Excavation, Unclassified	Cu.Yd.	43	7	50	$ 3.00	150.00
Excavation, Unclassified	Cu.Yd.	12,763	1,337	14,100	.85	11,985.00
Hauling and Placing Materials	Cu.Yd.	472,430	47,170	519,600	.40	207,840.00
Sprinkling	M-Gal.	510	50	560	2.50	1,400.00
Finishing Roadbed and Slopes	All	All		All		950.00
~~Railroad Riprap~~	~~Cu.Yd.~~	~~52,580~~	~~5,220~~	~~57,800~~	~~4.00~~	~~231,200.00~~
18" Corrugated Metal Pipe,12 Gage	Lin.Ft.	150	10	160	5.50	880.00
Extra for Pipe under Railroad	All	All		All		800.00
132" Structural Plate Pipe,10 Gage	Lin.Ft.	138	12	150	80.00	12,000.00
						~~$ 469,405.00~~
						238,205.00
VIENTO RELOCATION "E"						
Clearing and Grubbing	All	All		All		$ 2,800.00
Drainage Excavation, Unclassified	Cu.Yd.	166	14	180	$ 3.00	540.00
Excavation, Unclassified	Cu.Yd.	85,826	8,484	94,300	.85	80,155.00
Hauling and Placing Materials	Cu.Yd.	382,771	38,329	421,100	.40	168,440.00
Sprinkling	M-Gal.	400	40	440	2.50	1,100.00
Finishing Roadbed and Slopes	All	All		All		1,250.00
~~Railroad Riprap~~	~~Cu.Yd.~~	~~32,055~~	~~3,245~~	~~35,300~~	~~4.00~~	~~141,200.00~~
12" Corrugated Metal Pipe,14 Gage	Lin.Ft.	50	5	55	4.25	233.75
18" Corrugated Metal Pipe,12 Gage	Lin.Ft.	362	38	400	5.50	2,200.00
24" Corrugated Metal Pipe,12 Gage	Lin.Ft.	108	12	120	8.00	960.00
30" Corrugated Metal Pipe,10 Gage	Lin.Ft.	120	10	130	10.00	1,300.00
108" Structural Plate Pipe,10 Gage	Lin.Ft.	180	20	200	60.00	12.000.00
				270,978.75		~~$ 412,178.75~~
Net Contract Amount for Railroad Relocations "B", "C", "D" and "E"				~~$ 723,988.75~~		~~$1,267,988.75~~
Engineering and Contingencies (12½%)				~~90498.59~~		~~158,498.59~~
Estimated Total Cost to Railroad Co.				~~$ 814,487.34~~		~~$1,426,487.34~~

I-5-3(74)131 Ashland and Winchester 1966
I-5-1(62)19 Truck Scale Site Illumin.
#6859 on Pac. Hwy. near Ashland

STATE COPY

Monthly transaction number 5-83	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
Modification number 1	(PPM 21-7) 5-8-67	Project number I-5-3(74)131

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,858.00	$ 6,011.00
Federal funds	$ 5,400.00	$ 5,405.46
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of May, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labbe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Buckland
L. R. Buckland, Acquisition Manager
(Division Engineer)

US COMM-DC 26364-P65

STATE COPY

m Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	RM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-23		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 #6859	7-11-66	Douglas
		PROJECT NO. I-5-3(74)131

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Winchester Truck Scale Site.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-66	0.00
OTHER (Specify)		

FUNDS Fed Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,858	$ 5,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Baker

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(74)131

WINCHESTER TRUCK SCALE SITE ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project agreement estimate.

Salem, Oregon, June 20, 1966

Type Code Y030
Illumination (Sta. 2242+50) (Contract No. 6859)

Roadway Illumination Installation, Complete	All Required (41%)	$5,326.00
	Subtotal	$5,326.00
	10% Engr. & Cont.	532.00
	Total	$5,858.00

Length of Project - - - - - 0.00 Mile

Work Retained in Program Status

Extra for Footings over 5 Feet Deep	All Required	$ 225.00
	10% Engineering	22.00
	Total	$ 247.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Illumination	$5,858.00	$5,400.00	$ 458.00
Subtotal	$5,858.00	$5,400.00	$ 458.00
Retained in Program Status			
Add. Items	247.00	200.00	47.00
Total	$6,105.00	$5,600.00	$ 505.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(74)131

WINCHESTER TRUCK SCALE SITE ON THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

P. S. & E. estimate.

Salem, Oregon, May 10, 1966

Type Code Y030
Illumination (Sta. 2242+50)

Roadway Illumination, Installation Complete	All Required	$5,100.00
		$5,100.00
Extra for Footings over 5 feet deep	All Required	225.00
	Subtotal	$5,325.00
	10% Engr. & Cont.	$ 532.00
	Total	$5,857.00

Length of Project 0.00 Mile.

Federal Funds	$5,400.00
State Funds	457.00
Total	$5,857.00

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JAN 12 1967
FOR FILING

I-5-3(74)131

6854

January 12, 1967

Hartford Accident & Indemnity Company
Surety Department
1320 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6852 awarded to Nelson and Stokes Electrical Contractors for illumination of the Ashland and Winchester Truck Scales on the Pacific Highway in Jackson and Douglas Counties was completed on October 24, 1966, and accepted by the Highway Commission on January 11, 1967.

Final payment in the amount of $649.55 will be released to the contractor after January 19, 1967. The total contract amount is $13,026.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Nelson and Stokes Electrical Contr.
P.O. Box 280
Roseburg, Oregon 97470

Umpqua Insurance
P.O. Box 1185
Roseburg, Oregon
L.H. Young
C.H. Nelson
Attn: John Herr

RECEIVED
JAN 12 1967
FOR FILING
I-5-3(74)13,
6814

January 11, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 24, 1966, on Contract No. 6859. The contract was with Madsen and Steiner Electrical Contractors and was for illumination of the Ashland and Winchester Trunk Routes on the Pacific Highway in Jackson and Douglas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 11, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. M. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

bg

RECEIVED
DEC 14 1966
FOR FILING
I-5-3(74)131
6869

November 25, 1966

#10

Madson & Stokes Electrical Contr.
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on November 22 considered your request for an extension of time on Contract No. 6859 for the Illumination of Ashland and Winchester Truck Scales on the Pacific Highway in Jackson and Douglas Counties.

After considering the recommendation of the Engineer and other available information the Commission granted your request for 20 additional calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc L. R. Chandler
~~R. V.~~ Nelson (Carney)
L. H. Young
I. D. Merchant
C. H. Maison

RECEIVED
NOV 21 1966
FOR FILING

I-5-3(74)131

6859

November 18, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 10
November 22, 1966 meeting

Gentlemen:

Maison and Stokes Electrical Contractor, contractor for the installation of illumination at the Ashland and Winchester truck scale sites on the Pacific Highway in Jackson and Douglas Counties, Contract 6859, has requested that they be granted additional calendar days to complete the contract work without assessment of liquidated damages.

The contract allotted 90 calendar days for the work. One hundred and ten calendar days were charged during the life of the contract.

The contractor states that he was unable to get delivery of the required luminaires in time to complete the work within the time allotted, alleging that priority orders for electrical goods of the U. S. Government prevented his supplier from producing the luminaires in time.

Investigation discloses the contractor's reason to be correct. Because this is a condition beyond the contractor's control, I recommend that the requested extension be granted without assessment of liquidated damages.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the November 22 meeting.

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:jf bg

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 19 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6859 Contractor Madson & Stokes Electrical Contr.

Highway Pacific

Section Ashland & Winchester Truck Scales

Kind of Work Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Because of U.S. Government priority orders in electrical supply manufactures plants.

Recommended for Approval:

John Anupert
Division Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

O. M. Lawson
State Highway Engineer

Contract No. 6859
~~I-5-3~~ I-5-3 (74) 131 G-2
Project designation I-5-1 (62) 19 G-1
State-Federal
Date awarded June 6, 1966
Work started July 26, 1966
Per cent completed ~~99%~~ 100% Date 10-24-66
No. of Workdays Allowed 90
No. of Workdays Used ~~114~~ 110
No. of Added Workdays Requested 20

E—830 (Rev.)—836—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 30, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. #6859, without the assessment of liquidated damages. The said contract is described as follows: ADDITIONAL 20 work days Ashland & Winchester Truck Scales Illumn.,Pacific Hwy.,Jackson & Douglas County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: SEE ENCLOSED LETTERS

Respectfully submitted,

MADSON & STOKES ELECTRICAL CONTR.
P.O.Box 280,1230 NE Stephens,Roseburg,Oregon

Contractor

By Chan A. Stokes

Chan A. Stokes,partner

CONSENT OF SURETY

Date September 30, 1966

We, HARTFORD ACCIDENT AND INDEMNITY COMPANY a body corporate, duly incorporated under the laws of the State of Connecticut, and authorized to act as surety under the Act of Congress approved August 13, 1894, as amended by the Act of Congress approved March 23, 1910, whose principal office is located in the City of Hartford, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dave Dedels
Attorney-in-fact

Resident Agent

(SEAL)

PURCHASE ORDER

No.

MADSON STOKES

ELECTRICAL CONTRACTORS

COMMERCIAL - RESIDENTIAL - INDUSTRIAL

526 S. E. Lane Ave. P.O. Box 280 Dial 672-4486

Roseburg, Oregon

DATE

To

PLEASE ENTER OUR ORDER FOR THE FOLLOWING ITEMS

QUANTITY	DESCRIPTION	
	TOTAL	

BY

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 15 1953
HIGHWAY

GENERAL ELECTRIC COMPANY

INDUSTRIAL SALES DIVISION

1170 PEARL STREET, P. O. BOX 352, EUGENE, OREGON . . . TELEPHONE DI 3-9243

September 29, 1966

G.E. REQN #471-53558
GRAYBAR ELECTRIC #235Z3664

Mr. C. Stokes
MADSON & STOKES ELECTRICAL CONTRACTORS
1230 N.E. Stephens
Roseburg, Oregon 97470

Dear Chan:

The purpose of this letter is to inform you of the reason delivery of equipment on the above subject requisition has been delayed.

Due to extensive factory loading of Priority Items for Vietnam, delivery of your equipment was somewhat longer than normal.

This material ordered under normal conditions would have been available in plenty of time to finish the job without penality.

We sincerely regret this unavoidable delay.

Very truly yours,

Mitch Winoker

M. M. Winoker
SALES ENGINEER

MMW:js

OREGON STATE HIGHWAY DEPARTMENT
RECEIVED
OCT 5
FILE:

RECEIVED
NOV 17 1966

Form 08-181 (1-63) (Prev. by A.O. 206.10)

UNITED STATES GOVERNMENT

Memorandum

I-5-3(74)131

6859

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 7, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(62)19 & I-5-3(74)131
Ashland and Winchester Truck Scale Sites
Contract No. 6859 - Illumination

Based on the Vietnam crisis, we concur in your recommended extension of 20 calendar days contract time on the subject project.

NOTED
TOM EDWARDS

Copies - Merchant
Yeney
11-14-66
Copy - Ben Lilie
11-15-66

RECEIVED
NOV 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 1 - 1966
FOR FILING

I-5-3(74)131

6769

November 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Ashland and Winchester Truck
Scale Sites Illumination
Contract No. 6859
FAP No. I-5-3(74)131
and I-5-1(62)19

Dear Sir:

The contract allotted 90 calendar days to complete the work. One hundred and ten calendar days were charged during the progress of the work.

The contractor has requested that he be granted an additional 20 calendar days without assessment of liquidated damages. The contractor states that he was unable to get delivery of the luminaires in time to complete the work within the time allotted. He supports this reason with a letter, a copy of his purchase order and a statement concerning availability of the luminaires from his supplier. Copies of these are attached.

Unavailability of materials is not normally a reason for granting an extension of time without assessment of liquidated damages. It is felt that, due to prevailing conditions of the electrical appurtenances and supply market, a condition beyond the contractor's control, he is entitled to consideration.

With your concurrence, I propose to recommend to the Highway Commission that the requested extension be granted.

Attachments

Very truly yours,

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

CAG:jf ja

RECEIVED
DEC 27 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3 (74) 131
6859

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 26, 1966

RECEIVED
DEC 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 24, 1966, on Contract No. 6859, Ashland and Winchester Truck Scales Section, in Jackson and Douglas Counties, in connection with Federal-Aid Project Nos. I-5-3(74)131 and I-5-1(62)19.

12-27-66
REFERRED TO
Young
Asst. State Hwy. Engr.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
DEC 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Bureau of Public Roads
Oregon Division Office Endorsement Date 12-23-66

Conditions noted on above date:

Final Inspection on 12-21-66 indicated that the project has been completed in apparent conformance with plans and specifications.
CTC

NOTED
F. B. KLABOE

A. W. Parsons
Division Engineer

cc: Forrest Cooper
Vince Gallagher

By: R. H. Tokerud
Acting Division Engineer

FORM E-1 (REV. 9-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: - - - - - -		WEEK ENDING: August 5, 1966
SECTION: Ashland- Winchester Truck Scales		SECTION PREFIX: 615-1033
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Ashland-Winchester Truck Scales	KIND OF WORK: Illumination Installation	
CONTRACTOR: Hodson & Stokes Electrical Contrs.	CONTRACT NUMBER: 6859	FEDERAL AID PROJECT NUMBER: I-5-1(62)19 I-5-3(74)12
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: July 26, 1966	ESTIMATED COMPLETION DATE: October 4, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: 2 MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS: 90	WORK DAYS USED: 20
PROJECT AUTHORIZATION: $ 15,233.62	ENGINEERING AUTHORIZATION: $ 1,083.62	PERCENT OF TIME ELAPSED: 33%
EXCLUSIVE OF ENGINEERING: $ 14,150.00	ENGINEERING COST TO DATE: $ 100.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 10%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 14,150.00	PERCENT OF AUTHORIZATION: 9 %	
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	DATE PROJECT WAS COMPLETED:	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY 8-1	Clear Warm		
TUESDAY 8-2	Clear Warm		
WEDNESDAY 8-3	Clear Warm		
THURSDAY 8-4	Clear Warm		
FRIDAY 8-5	Clear Warm		
SATURDAY			

DE | ADE | ADE | ADE | DCT

AUG - 8 1966

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Woodcock
Trout
Scott
Wilson
Litchfield
Olson

RECEIVED
AUG 8 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK -

SUNDAY	
8-1 MONDAY	Started Excavation of trenches for underground wire. Stripped forms from pole base foundations.
8-2 TUESDAY	Continued excavation of trenches for underground wire.
8-3 WEDNESDAY	Continued excavation of trenches for underground wire.
8-4 THURSDAY	Continued excavation of trenches for underground ~~with~~ wire.
8-5 FRIDAY	Continued excavation of trenches for underground wire.
SATURDAY	

REMARKS

Status: All Pole base foundations poured except one.
Trenches almost complete.

Next Week: Pour last pole base foundation
Complete excavation of trenches for underground wire.
Continue work on project.

SIGNED Arvay D. Nelson by _____

ADDRESS _____ Medford. _____

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-21	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
4 # 6459	7-11-66	Jackson
		PROJECT NO. I-5-1(62)19

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ashland Truck Scale Site.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-66	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,431	$ 7,775.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXBy A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(62)19

[redacted]

[redacted]

Project account split as to:

Salem, Oregon, June 20, 1966

[redacted] (Sta. 1360+00) (Contract No. [redacted])

Roadway Illumination, Installation Complete	All Eng. (5%)	$ 7,665.50
	Subtotal	$ 7,665.50
	Ins. Engr. & Cont.	766.50
	Total	$ 8,432.00

Length of Project - - - - - - - 0.00 Mile

[redacted]

Extra for developed curve 5 Ft. Lane	All Eng.	$ 320.00
	Ins. Engineering	32.00
	Total	$ 352.00

SUMMARY OF COSTS

Description	Total Cost	Federal Funds	State Funds
Illumination	$ 8,431.00	$ 7,775.00	$ 656.00
Subtotal	$ 8,431.00	$ 7,775.00	$ 656.00
Retained in Program Stating			
Add Items	337.00	325.00	12.00
Total	$ 8,768.00	$ 8,100.00	$ 668.00

State Funds for Cereal: Chap. 175; laws 1917; chap. 31, laws 1920; chap. 529, laws 1939.

State Funds for Maint: Chap. 58, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(62)19

ASHLAND TRUCK SCALE SITE ON THE

PACIFIC HIGHWAY IN JACKSON COUNTY

P.S.&E. estimate.

Salem, Oregon, May 10, 1966

Type Code X030
Illumination (Sta. 1360+00)

Roadway Illumination, Installation Complete	All Required	$ 7,350.00
		$ 7,350.00
Extra for Footings over 5 feet Deep	All Required	325.00
	Subtotal	$ 7,675.00
	10% Engr. & Cont.	767.00
	Total	$ 8,442.00

Length of Project- - - - - - -0.00 mile

Federal Funds - - - - - - - - - - - - - -	$ 7,700.00
State Funds - - - - - - - - - - - - - -	742.00
Total	$ 8,442.00

RECEIVED
JUN 30 1966

FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-5-3(74)131 KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6859
Salem, Oregon

DATE: June 24, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-1(62)19 and I-5-3(74)131
Ashland and Winchester Truck Scale Sites

As requested in Mr. Young's letter of June 21, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of June 16, 1966 in the award of contract No. 6859 to Madson and Stokes Electric Contractor, of Roseburg, Oregon, low bidder in the amount of $12,991.00 at the June 9, 1966 bid opening.

REFERRED TO
[illegible] STATE HWY. ENGR
6-30-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 22 1966

FOR FILING

I-5-3(74)131

6859

June 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 10, 1966 is requested in the award of contract for the Ashland and Winchester Truck Scale Sites, Project No. I-5-1(62)19 and I-5-3(74)131.

The contractor receiving the award is Madson and Stokes Electric Contractor of Roseburg in the amount of $12,991.00 with the Contract No. 6859 assigned. This bid was received on June 9, 1966 and awarded June 16, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 30-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractors operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. N. Chase
Federal Aid Engineer

DAR:kc

RECEIVED
JUN 20 1966
FOR FILING

COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-1(62)19
I-5-3(74)13
6859

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 17, 1966

Malcom and Stokes Electrical Contr.
P. O. Box 280
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 16, 1966, awarded to you State Highway Contract No. 6859 for the following project:

Ashland and Winchester Truck Scale Site Illumination on the Pacific Highway in Jackson and Douglas Counties.

This award was based on your bid of $12,991.00 which was submitted to the Commission on June 9, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

MAY 27 1966

FOR FILING

I-5-3(74)131

6859

May 27, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to certify that the Oregon State Highway Commission has contacted the required local public authorities regarding protection of public resources, such as recreational areas, historical sites, wildlife refuges, and other facilities in which the public has a specific interest. This certification had not been received at P.S. & E. approval time.

We also certify we have received replies from the required local public authorities in these matters and they have no objections or suggestions regarding the following projects:

I-5-1(62)19	Ashland Truck Scale Site
I-5-3(74)131	Winchester Truck Scale Site
I-80N-2(35)43	Cascade Locks-Mitchell Point Section
FLH-1(5)	Harney Co. Line-Hogback Summit Section

In compliance with IM 21-5-63, the Fish and Game Commissions have been furnished data on the above projects for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result from the proposed construction. The Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to avoid undue siltation or the deposition of chemical or petroleum wastes in the streams as stated in the standard specifications. There are no special measures planned as project expenditures for fish and wildlife protection on the following Federal-aid projects:

LSF-5(2)	"Q" St. Interchange-15th St. Section
FLH-1(5)	Harney Co. Line-Hogback Summit Section

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

DAR:lt
cc: R. N. Chase

RECEIVED
MAY 25 1966

FOR FILING

Form CD-121 (11-63) (Prss. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-5-3(74)131

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6859

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 18, 1966

In reply refer to: 08-35.2-DB

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects I-5-1(62)19 and I-5-3(74)131
Ashland and Winchester Truck Scale Sites
Illumination

P. S. & E. documents for the subject projects which have been combined for contract purposes, have been reviewed and are hereby approved. You are authorized to advertise the projects for bids. Signed copies of the title sheet are returned herewith.

Our authorization is with the understanding that all necessary right of way and control of access rights have been acquired or rights of entry obtained with relocation, advisory assistance provided and no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's May 10, 1966 reports.

Mr. Young's May 16, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date, you should advise this office of any clearance received or withdraw the project from the letting.

Attachments

REFERRED TO
Jones Wilson.
By Asst. State Hwy. Engr.
5-23-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 6 1966

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Talant Greenough, Coquille
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

F-5-3(24)121

6859

May 6, 1966

Routing
Morgan
Decker
Bond
Barboo
Walker
Glenn
Swan
Peace
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
MAY 9 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets for the following projects which were enclosed with your letter of April 28, 1966:

1. Tualatin River Bridge Section, Beaverton-Tualatin Highway, Washington County.

2. Elk Creek Bridge Section, Drain-Yoncalla Highway, Douglas County.

3. Drewsey Spur Section, FAS 458, Harney County.

4. Battle Creek Bridge Section, Pacific Highway East, Marion County.

5. Ashland and Winchester Truck Scales, Pacific Highway, Jackson and Douglas Counties.

We do not anticipate any conflict with wildlife resources as a result of the construction of the above projects so they are approved.

Thank you for the opportunity of reviewing the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-9-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (4)
A. F. Parson (2)

fp

RECEIVED
FEB 8 1966

Form CO-121
(11-63)
(Prev. Ed.)
A. FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-5-3(74)131

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

3859

DATE: February 1, 1966

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Ashland Truck Scale
Winchester Truck Scale
Illumination

Mr. Edwards' letter of December 29, 1965 requested our approval for illumination of the two referenced truck scales as an Interstate project.

It is understood that these weigh stations are operated on randomly staggered 8-hour shifts to get representative 24-hour coverage over an approximate 1-week period. Since this involves nighttime operation, illumination is necessary for safe and efficient operation of the freeway at the exit and entrance to the weigh station.

We, therefore, approve illumination of these weigh stations as shown on the plans attached to your requesting letter at an approximate cost of $12,500.

NOTED
R. L PORTER

NOTED
TOM EDWARDS

RECEIVED
FEB 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

(Copy to
Cu Pat
Pendleton
Winchester Scale

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 3 - 1965
FOR FILING

I-5-3(74)131
6859

December 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

There are attached two copies of plans showing proposed illumination of the truck scale sites on Interstate 5 at the Ashland Truck Scale and at the Winchester Truck Scale. It is proposed to illuminate these scale sites for convenience in weigh station operation and as a protection for the motorist on Interstate 5.

The total cost of illumination at the two locations is $12,500 and it is requested that this be approved as an Interstate project. In addition, the State Highway Department will install four luminaire units at the Ashland Scales with its own forces and at its own expense.

Your approval of the proposed work is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

VPJ:jl jwa

18-1129	Spring St.-Wall St. (Klamath 1/66
	Falls) Sec. of the Klamath Falls
#6860	Malin Hwy. (Grad. & Pav.)

CIA 2967

RECEIVED
FEB 3 - 1967
HIGHWAYS

18-1129
6860

February 3, 1967

Seaboard Surety Company
315 Montgomery Street
San Francisco, California

Gentlemen:

Contract No. 6860 awarded to Asphalt Paving Company for grading and paving on the Spring Street-Wall Street Section in Klamath Falls on the Esplanade Spur, Klamath Falls-Malin Highway in Klamath County was completed on August 18, 1966, and accepted by the Highway Commission on February 2, 1967.

Final payment in the amount of $546.59 will be released to the contractor after February 10, 1967. The total contract amount is $17,156.50 including $75.19 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon 97601

Seaboard Surety Company
100 William Street
New York 38, New York

L.H. Young

C.H. Maison
Attn: John Herr

RECEIVED
FEB 2 - 1967
FOR FILING

18-1129
L860

February 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 18, 1966, on Contract No. 6860. The contract was with Asphalt Paving Co. and was for grading and paving on the Spring Street-Mall Street Section in Klamath Falls on the Esplanade Spur of the Klamath Falls-Malin Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 2, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Spring St.-Wall St.	WEEK ENDING: October 1, 1966
		SECTION PREFIX: 18-1129
	HIGHWAY: Esplanade Spur, Klamath Falls-Malin	COUNTY: Klamath
NAME OF JOB: Spring St.-Wall St. (Klamath Falls)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Asphalt Paving Company	CONTRACT NUMBER: 6860	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: July 26, 1966	ESTIMATED COMPLETION DATE: August 18, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: 45	CALENDAR DAYS USED: 43
	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 96
PROJECT AUTHORIZATION: $ 21,225.15		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 19,715.81	ENGINEERING AUTHORIZATION $ 1,509.34	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,316.37	ENGINEERING COST TO DATE $ 2,397.45	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 159 %	DATE PROJECT WAS COMPLETED: August 18, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			0.09
MILES PARTIALLY COMPLETED	0.09	0.09			0.09
MILES COMPLETED	0.09	0.09			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	700 c.y.	790 c.y.			500 tons
TOTAL QUANTITIES CORRECTED TO DATE	762.7 c.y.	831 c.y.			400.88 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	762.7 c.y.	831 c.y.			400.88 tons
AVERAGE DAILY QUANTITIES	0 c.y.	0 c.y.			0 tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		PROJECT COMPLETED			
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		Calendar						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0	0	
MONDAY	Fair	0	0	
TUESDAY	Fair	0	0	
WEDNESDAY	Fair	0	0	
THURSDAY	Fair	0	0	
FRIDAY	Fair	0	0	
SATURDAY		0	0	

Routing: Morgan, Decker, Bond, Barbee, Walker, Clerk, Swor, Pease, Morelock, Trout, Scott, Wills, Litchfield, Olson

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OCT 3 1966
CONSTRUCTION DIVISION

GEN. GUFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity. Project completed.
MONDAY	No activity. Project completed.
TUESDAY	No activity. Project completed.
WEDNESDAY	No activity. Project completed.
THURSDAY	No activity. Project completed.
FRIDAY	No activity. Project completed.
SATURDAY	No activity. Project complet ed.

REMARKS

No activity. Project completed.

Semi-final estimate submitted to Division office Friday of this week.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 7 - 1966
A.M. P.M.
7,8,9,10,11,12,1,2,3,4,5,6

FINAL REPORT

SIGNED W. Reid Merritt LOCATION Klamath Falls, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 20 1966

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

18-1129

6860

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 17, 1966

Asphalt Paving Company
P. O. Box 547
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on June 16, 1966, awarded to you State Highway Contract No. 6860 for the following project:

Grading and paving on the Spring Street-Wall Street (Klamath Falls) Section of the Klamath Falls-Malin (Esplanade Spur) Highway in Klamath Falls, Klamath County.

This award was based on your bid of $17,966.80 which was submitted to the Commission on June 9, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section SPRING ST. - MALL ST. (KLAMATH FALLS) Highway KLAMATH FALLS-MALIN (FAR 94) County KLAMATH Prefix 18-1469

Res. Engr. W. R. Merritt Approx. Length 0.09 Miles. Sta. _____ to Sta. _____ Date 5-9-66

Truck A.D.T. 256 Traffic Coefficient 9.0 18 kip s.a. per day 180.2.

Annual Precipitation 14" Frost Penetration 28"-30".

(1)
Typical Soil
72 %L
32 PI
87 %P 10
61 %P200
15 %Gravel
12 %C Sand
13 %F Sand
31 %Silt
31 %Clay
12 "R" Value
(Classification)

NEW WORK

4.0" of Asphaltic Concrete
3.0" of Plant Mix Bituminous Base
14.5" of Crushed Base

EXISTING ROADWAY

2.0" of Asphaltic Concrete with extra allowance for patching, leveling, etc.

IN PLACE

4.0"± A.C. or Oil
6.0"± Base

(1) Sandy Clay

AASHO CLASSIFICATION:
A-7-5 (16)

MATERIAL SOURCES:
To be determined by the Engineer.

Should substitutions be made use the "CBR Total Requirement Column" to obtain the required total thickness and the table below for values:

1.0"	Asphaltic Concrete	= 2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	= 1.83"	Crushed Base
1.0"	Oil Mat	= 1.1"	Crushed Base
1.0"	Stone Subbase (See Standard Specs) (and Supplementals)	= 0.8"	Crushed Base

	CBR Total Req.	Credit	Actual Thickness
NEW WORK			
		8.0	4.0 A.C.
		5.5	3.5 P.M. B.
		14.5	14. C. Base
	28.0	28.0	21.5
OVER EXISTING ROADWAY			
		4.0	2.0 A.C.
See Section			

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NOTED
F. B. KLABOE

cc:
[redacted].
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

SECTION. SPRING ST. - MAIL ST. (KLAMATH FALLS)

HIGHWAY: KLAMATH FALLS - MALIN

COUNTY: KLAMATH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 8200 (Total)

B. Future ADT 12300 (Total)

C. Mean ADT 10250 (A+B)

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) F = 2.5 / 4 x (C) 10,250 = 256

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 256 x (H) 100% = 256

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 9.0

SECTION: SPRING ST. - WALL ST. (KLAMATH FALLS)

HIGHWAY: KLAMATH FALLS - MALIN

COUNTY: KLAMATH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a State Construction project.

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Prefix No. 18-1469

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6860

LOCATION PROSPECTUS
SPRING STREET-WALL STREET SECTION
KLAMATH FALLS-MALIN HIGHWAY (ESPLANADE SPUR)
KLAMATH COUNTY

HIGHWAY: Esplanade Street in the city of Klamath Falls, a portion of the Esplanade Spur of the Klamath Falls-Malin Highway which is State Primary No. 50 and Federal-aid Primary No. 4 Loop.

TERMINI: The northeasterly terminus is the intersection of Esplanade Street and Spring Street. The southwesterly terminus is the intersection of Esplanade Street and Wall Street.

LENGTH: The overall length is 0.09 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, paving and widening of the existing facility to a 62-foot curb to curb street section. This will include an overlay of the existing street where practicable. Reconnaissance is not necessary. There are no special drainage problems. Soils investigations will be conducted. An economic analysis is not necessary. This project lies within the Klamath Falls city limits. There are no airports affected by this project.

CHARACTERISTICS: Existing ADT 8,200. Projected ADT 12,300.

TYPICAL SECTION: This will be a 62-foot curb to curb street section.

BRIDGE: None.

ACCESS: Direct to pavement limited as to location, width and unrestricted as to land use.

BASE DESIGN: The tentative base design for construction is:

	New Work	Over Existing
Paving	4 " A.C.	2" or 4" A.C.
Top Course Base	3 " Plant-mix Bituminous Base	
Bottom Course Base	14-1/2" Crushed Base	
Total Depth	21-1/2"	

NOTED
TOM EDWARDS

MATERIAL SOURCE: Investigations for material sources will be made during survey and referenced to the project.

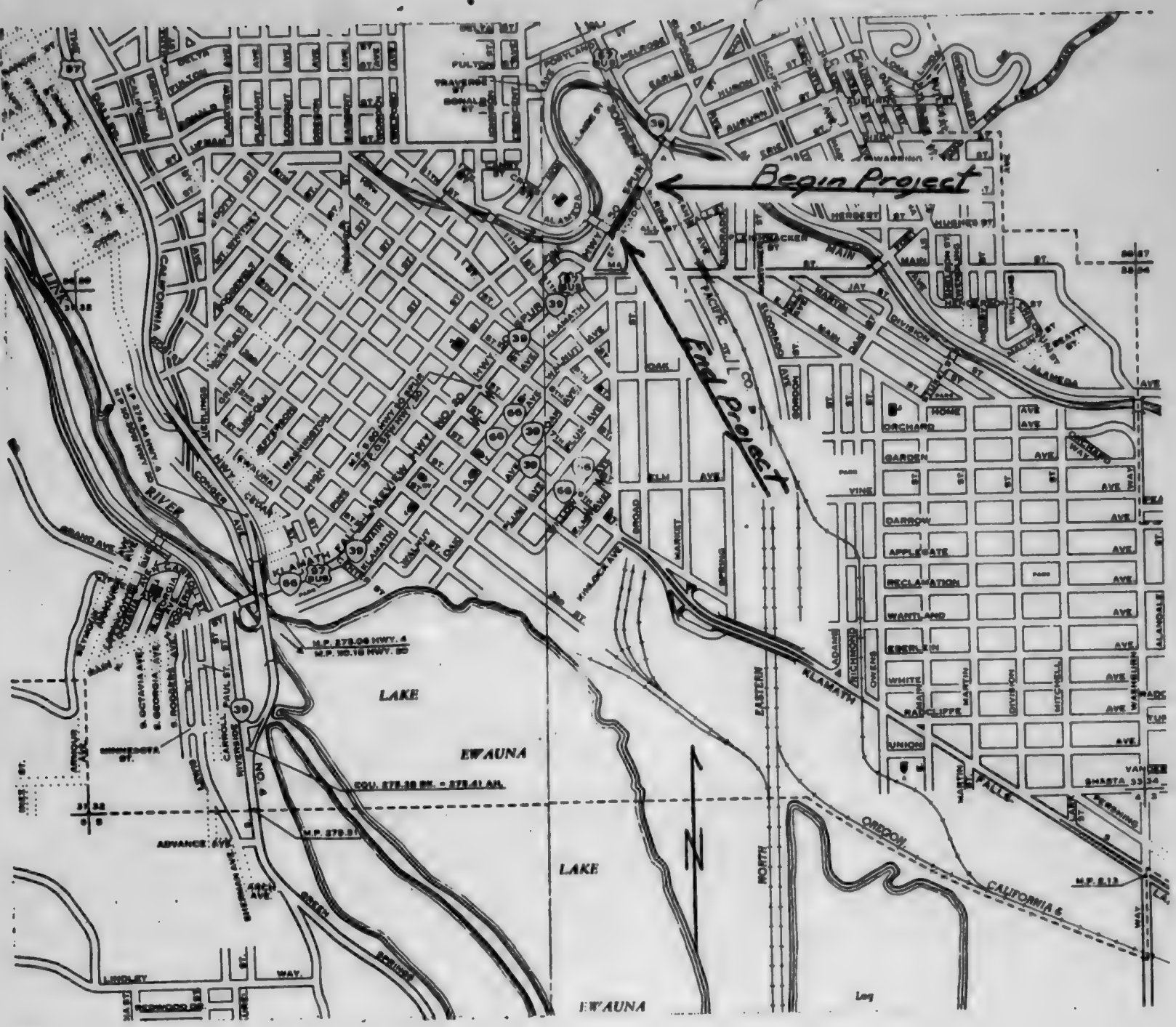
UTILITIES: Routine utility adjustments are anticipated.

AGREEMENTS: An agreement with the City of Klamath Falls has been finalized.

STATE PARKS OR ROADSIDE REST AREAS: None.

March 14, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Prest on (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

OFFICE OF



Typical Section

Prospectus Map

Spring St.-Wall St. Section

Klamath Falls-Malin Hwy.
(Esplanade Spur)

Klamath County

1966

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FEB 7 - 1966
FORM S-30X—30M—1-65 SP*19102-724

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1966

SUBJECT: Spring Street-Wall Street
Esplanade Avenue
City of Klamath Falls
Klamath County

To: Mr. J. F. Putnam
Division Engineer
P. O. Box 1249
Bend, Oregon

Subject project was approved at the last Commission meeting. Attached is a file of all pertinent correspondence that I could find, including copies of field notes and of a portion of the City Engineer's preliminary drawing of the section. I presume the original notes and the map (1"-40', File No. V6-24) are available from the City Engineer's office if of value to you.

Please have a survey made and a job worked up based on a 62-foot curbed section. If you have any questions please contact me.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp
Enclo.

cc: H. S. Cox
F. B. Klaboe

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OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 3 - 1966
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6860

January 28, 1966

MISC. CONTRACTS and AGREEMENTS No. 2967

Mrs. Rosie Keller
City Recorder
City of Klamath Falls
Klamath Falls, Oregon

Agenda Item
4m
2-25-66

Dear Mrs. Keller:

We are enclosing for your records a fully executed copy of a Cooperative Construction Agreement to widen to 62 feet a one-block section of Esplanade Avenue between Spring Street and Wall Street on Klamath Falls-Malin Highway Spur.

A fully executed copy of the Cooperative Construction Agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Richard Unrein
(Conformed Copy)

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JAN 20 1966
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18-1129
6860

January 19, 1966

Oregon State Highway Commission

Gentlemen:

The City of Klamath Falls has suggested a cooperative project for widening the one-block section of Esplanade Avenue between Spring Street and Vall Street on the Klamath Falls-Malin Highway spur. The present width of Esplanade Avenue in this block is 40 feet curb-to-curb which is a serious bottleneck to traffic. Sufficient width exists on each side of this block for four lanes of traffic.

We propose to construct a 62-foot curbed section for this one block at an estimated total cost of $25,000. The City has signed an agreement in which it has agreed to pay 25 percent of the cost of this project and we have received its check in the amount of $6,250.

I recommend that this project be placed on the current State Construction Program, with the work to be undertaken during the 1966 construction season, and that you authorize the Secretary to sign the agreement in your behalf.

This matter will be on the agenda for the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
H. S. Cox
C. H. Maison
J. F. Putnam

RU:mm fn

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6860

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1966

To: Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

SUBJECT: Advance Deposit
Cooperative Construction Project
Spring Street-Wall Street Section
Klamath Falls-Malin Hwy. No. 50 Spur
City of Klamath Falls

NOTED
F. B. KLABOE

Attached is Warrant #11120 in the amount of $6,250.00 from the City of Klamath Falls as required by a pending agreement for construction of subject project.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:mm
Att.

cc: F. B. Klaboe
L. H. Young
F. D. Morgan

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JAN 1, 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 DOH 8-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 17, 1965

SUBJECT: Street Widening
Esplanade from Spring to Wall Streets
City of Klamath Falls
Klamath County

To:
Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Reference is made to letter of November 4 from Bob Kyle, City Manager of Klamath Falls, to H. S. Cox in regard to a 75-25 project for widening Esplanade Avenue for one block from Spring Street to Wall Street. This one block is a 40-foot section with a 48-foot railroad underpass on one side and a 56-foot street section on the other.

The City proposes a 56-foot section for this one block, for continuity with the adjacent street section which they describe as four lanes with parking on each side. This seems extremely tight and therefore our estimate has been based on a 62-foot curbed section.

Our estimate for this one block section, widening from 40 feet to 62 feet, would be approximately $25,000.

F.D. Morgan
Construction Engineer

By
A.D. Olson
Urban Engineer

NOTED
F. B. KLABOE

ADO:jp

cc: H.S. Cox

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NOV 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

SISTER CITY
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

POST OFFICE BOX 1200 ... TELEPHONE 884-3161

BOB G. KYLE

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NOV 5 1965
ENGINEER
COUNTY & CITY DIVISION

November 4, 1965

NOTED
DON HARWELL

County & City Relations
STATE HIGHWAY DEPARTMENT
Salem, Oregon

ATTENTION: Mr. H.S. Cox, Engineer

Gentlemen:

The City presents for Department consideration as a joint State-City project, the widening of Esplanade Avenue from the intersection with Spring Street for one block to the intersection with Wall Street. The subject block lies between the railroad underpass, which is of sufficient width for two lanes of traffic in each direction, and the continuation of Esplanade from Wall Street toward Main Street which is 56 feet in width and permits two lanes of traffic in each direction and two parking lanes. The present width of Esplanade in the subject block is 40 feet and as such is a serious bottleneck in the movement of traffic.

Submitted with this project application is the City Engineer's preliminary drawing of the proposed improvement. The drawing, of course, is suggestive only and subject to change by the Highway Department if the need should arise.

The City proposes this project under the 75% State/25% City formula, and the City presently has available sufficient funds to carry out our part of the obligation.

It is further suggested that sidewalks not be included in the project. If that be the case, the City would, at the conclusion of the project, notify the owners of abutting property to install sidewalks abutting their respective properties. This matter can be handled under Chapter 41 of the City Code.

Because of new construction planned and underway within the block, it is desirable that this project be undertaken in the summer of 1966.

Yours very truly,

Bob G. Kyle
City Manager

Enclosures:
1. Field Notes
2. Preliminary Drawing

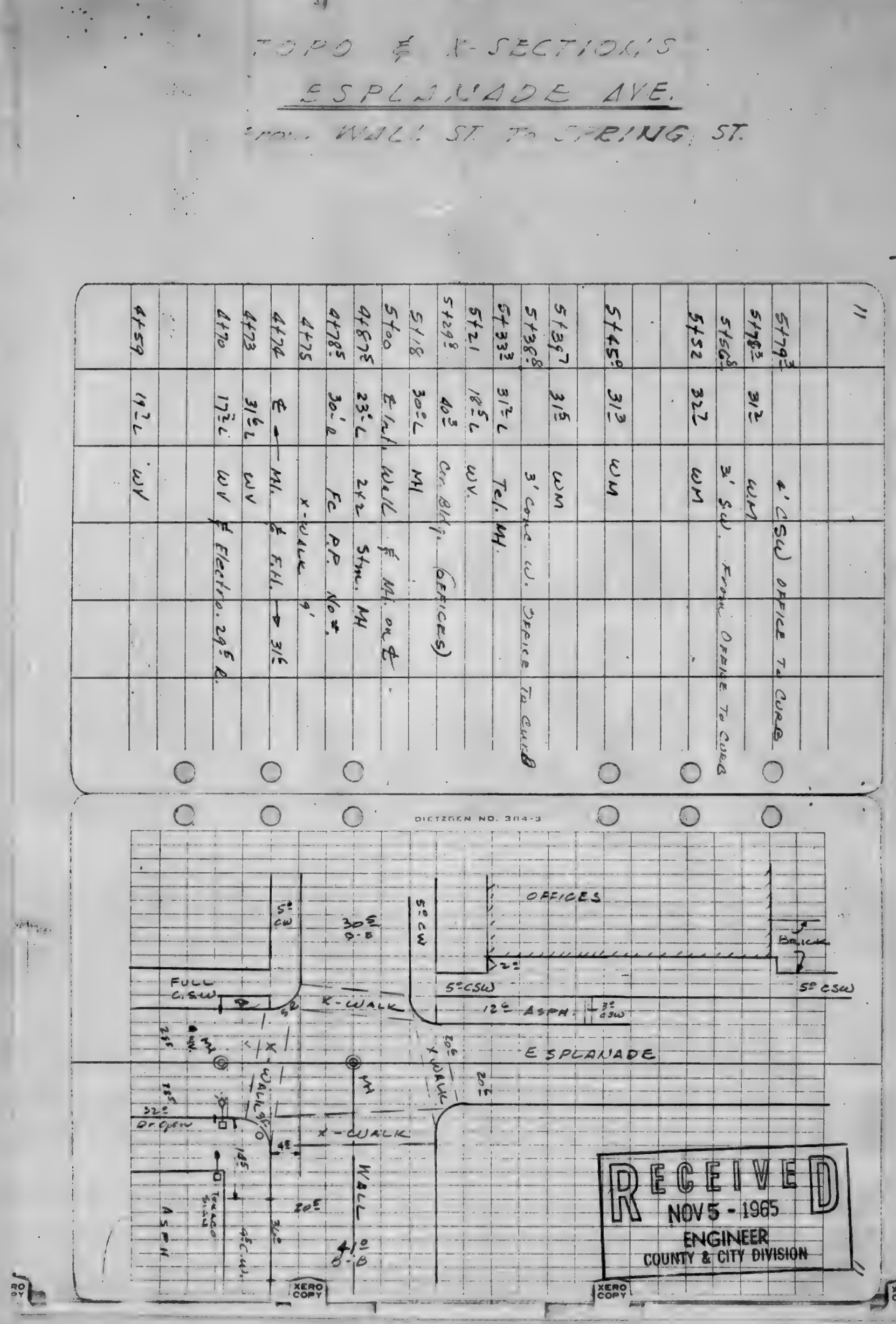
BGK:blt

TOPO & X-SECTIONS

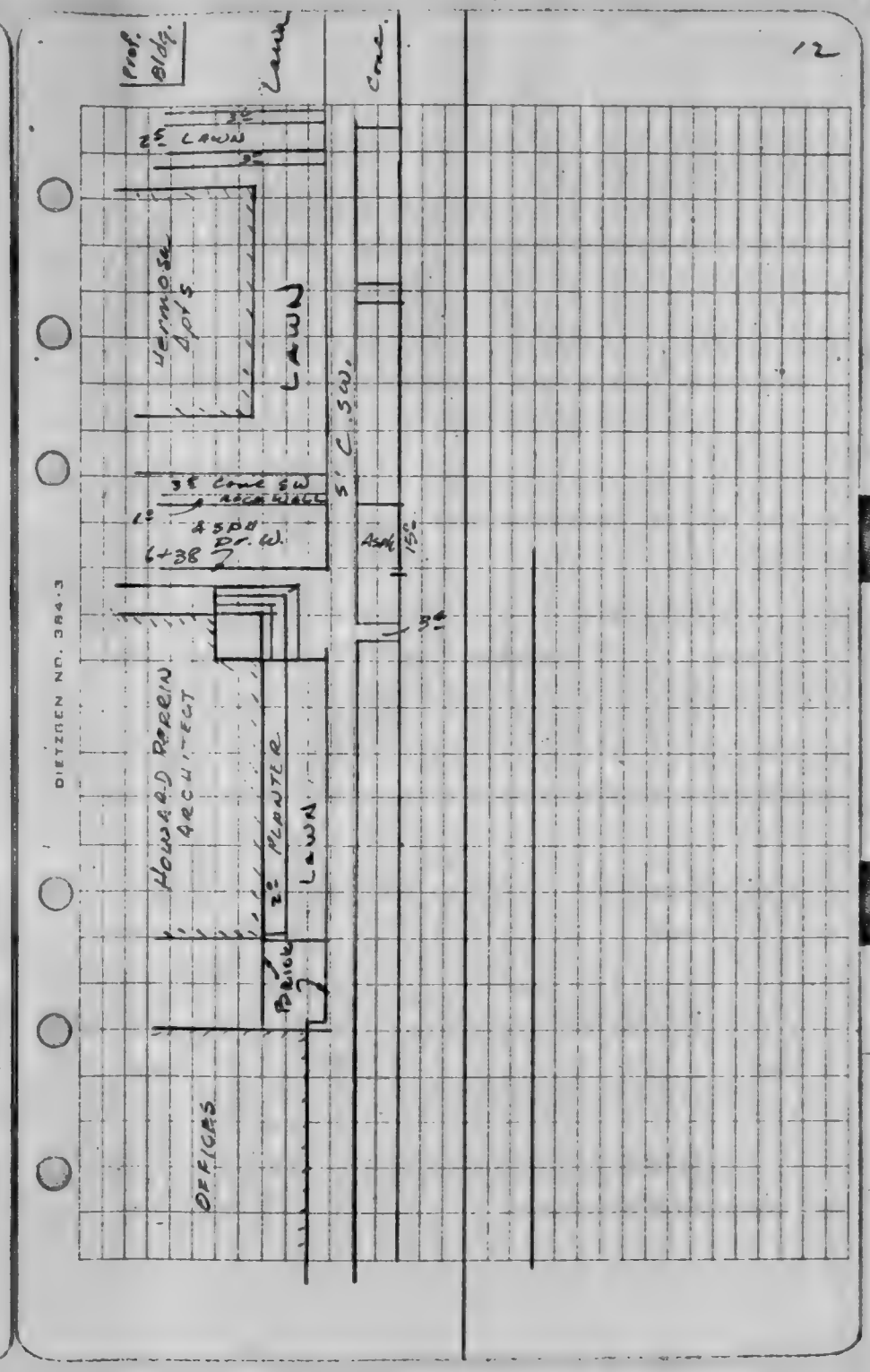
ESPLANADE AVE.

FROM WALL ST. TO SPRING ST.

					11
5+79.3		4' CSW OFFICE TO CURB			
5+78.3	31.2	WM			
5+56.8		3' SW. FRONT OFFICE TO CURB			
5+52	32.7	WM			
5+45.9	31.3	WM			
5+39.7	31.5	WM			
5+38.8		3' CONC. W. OFFICE TO CURB			
5+33.3	31.7 L	Tel. MH.			
5+21	18.5 L	WV.			
5+29.8	40.3	Con. Bldg. (OFFICES)			
5+18	30.2 L	MH			
5+00	E. Ind. Well	E. MH. on E.			
4+87.5	23.1 L	2+2 Stm. MH			
4+78.5	30.1 R	FC P.P. No #.			
4+75		X-WALK 9'			
4+74	E	MH. E. F.H.	31.6		
4+73	31.6 L	WV			
4+70	17.2 L	WV E Electric. 29.5 R.			
4+59	19.2 L	WV			

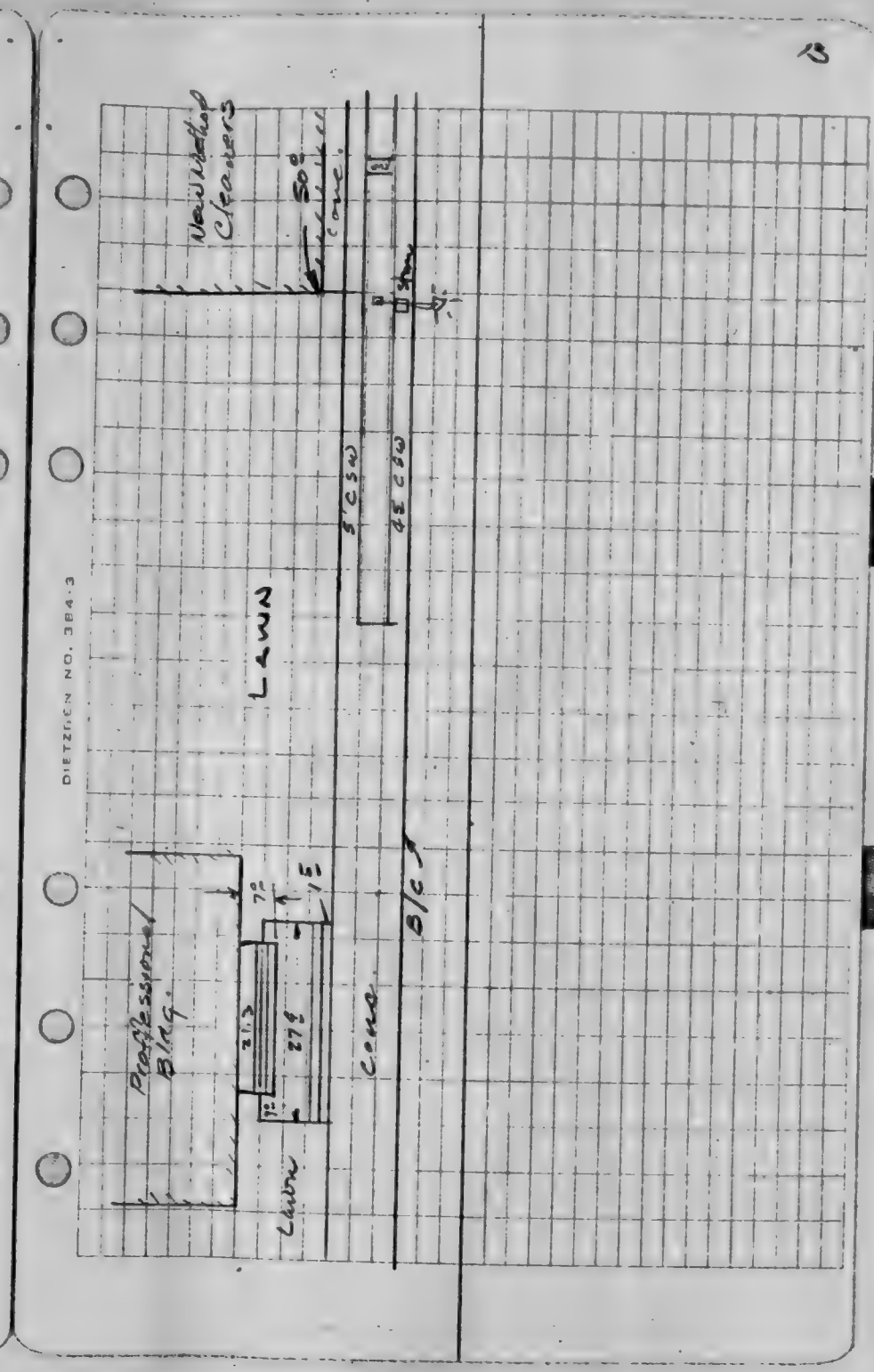


7+03	L.	Begin	Full S.W.		
6+98		Edge	3" C.W.		
6+95	43' L.	Cor.	Hermosa Apts		
6+73	L.	S. Edge	4" Cone Walk to Curb		
6+54	43' L.	Cor.	Hermosa Apts		
6+52	30' L.	W.M.			
6+50		Face	Rock Wall 1' wide		
6+38	Edge	C.W.			
6+37	L.	Dr.	Open		
6+32	44'	H. Perrin	OFFICE		
6+16	28' L.	W.M.			
6+06	44'	Howard Perrin	OFFICE		
5+98	L.	End	Full S.W.		
5+98	40'	Cor.	OFFICES		
5+95	30' L.	H.	Electrolier		



13

8+50.8	40²	Old. Cor. New Metal Char.			
8+49	25²				
8+48	L. 29.5 Fc.	Electrolier			
8+16²	30² L	W.M.			
✓	✓	Begin 4E S.W. against Curb			
7+95.3	L.	End Fill S.W			
7+94		Edge Co. Conc. Walk			
7+79	L.	Dr. Open. 16' W.			
7+66.4	28² L.	2' x 4.5 Stm. Box			
7+67²	64²	Cor. Prof. Bldg.			
7+25.5		Edge Steps			
7+20.5	29² L.	WM			
7+19.3	32.4 L	WV			
7+09.0	64²	Cor. Prof. Bldg.			



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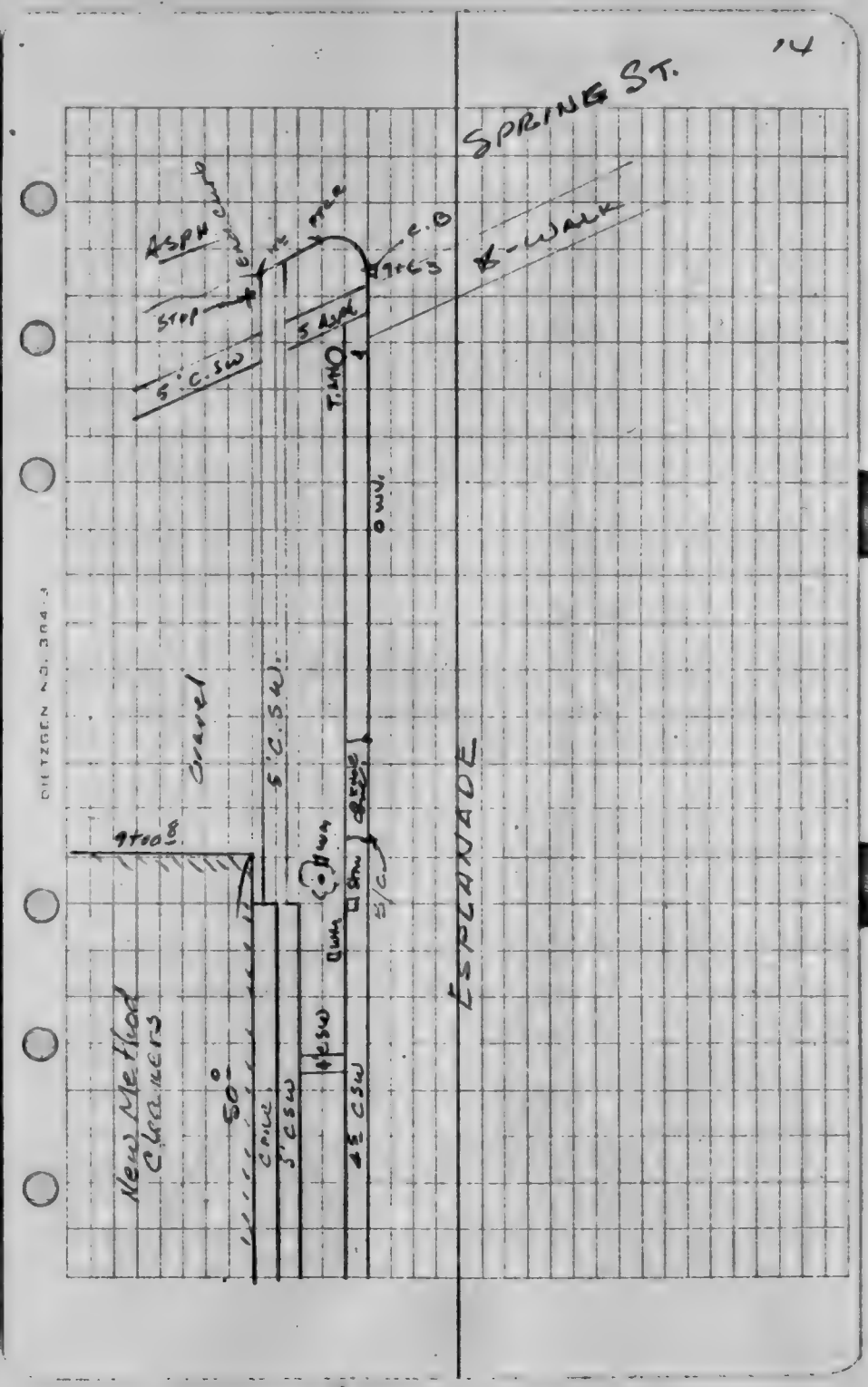
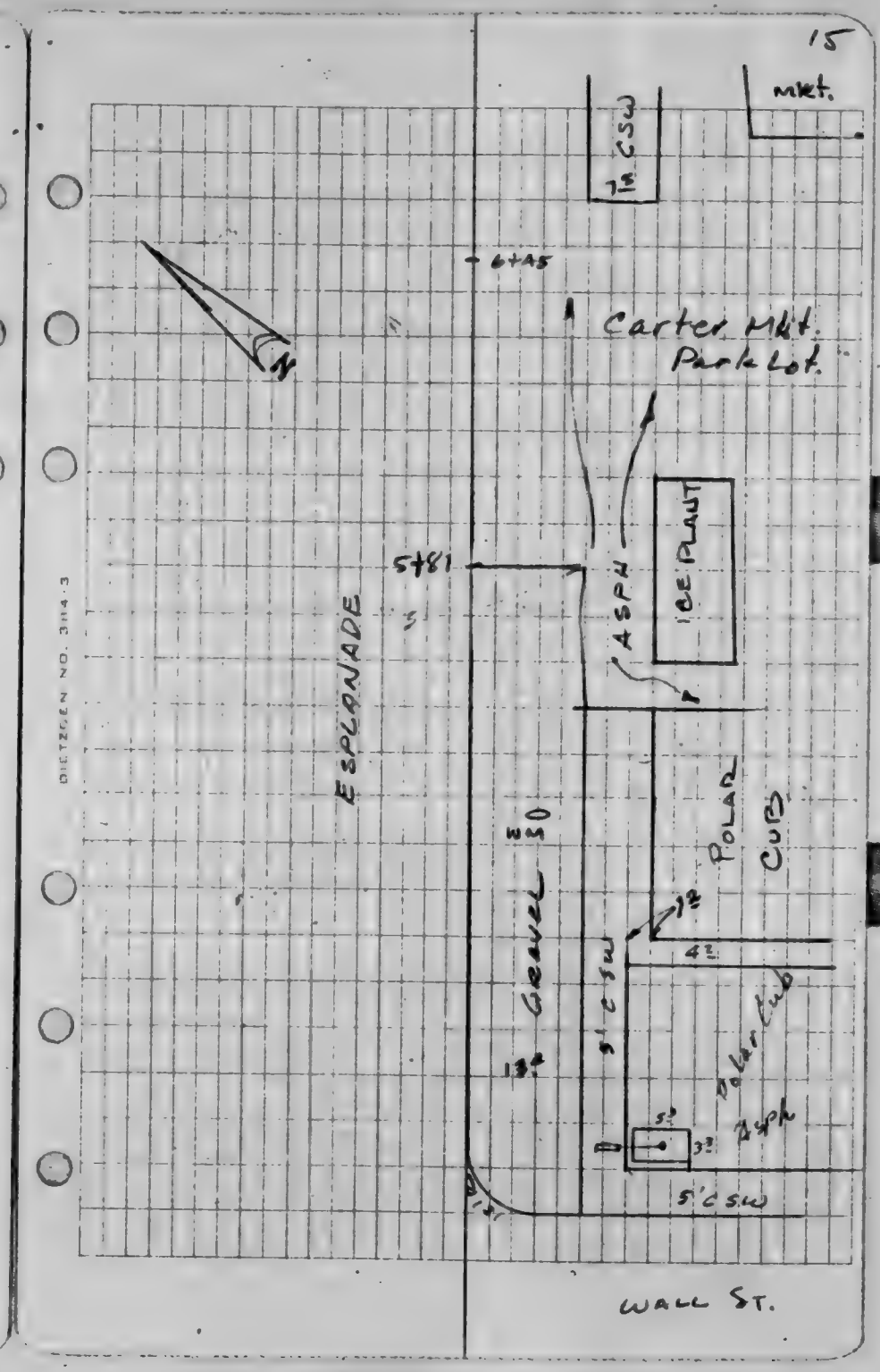
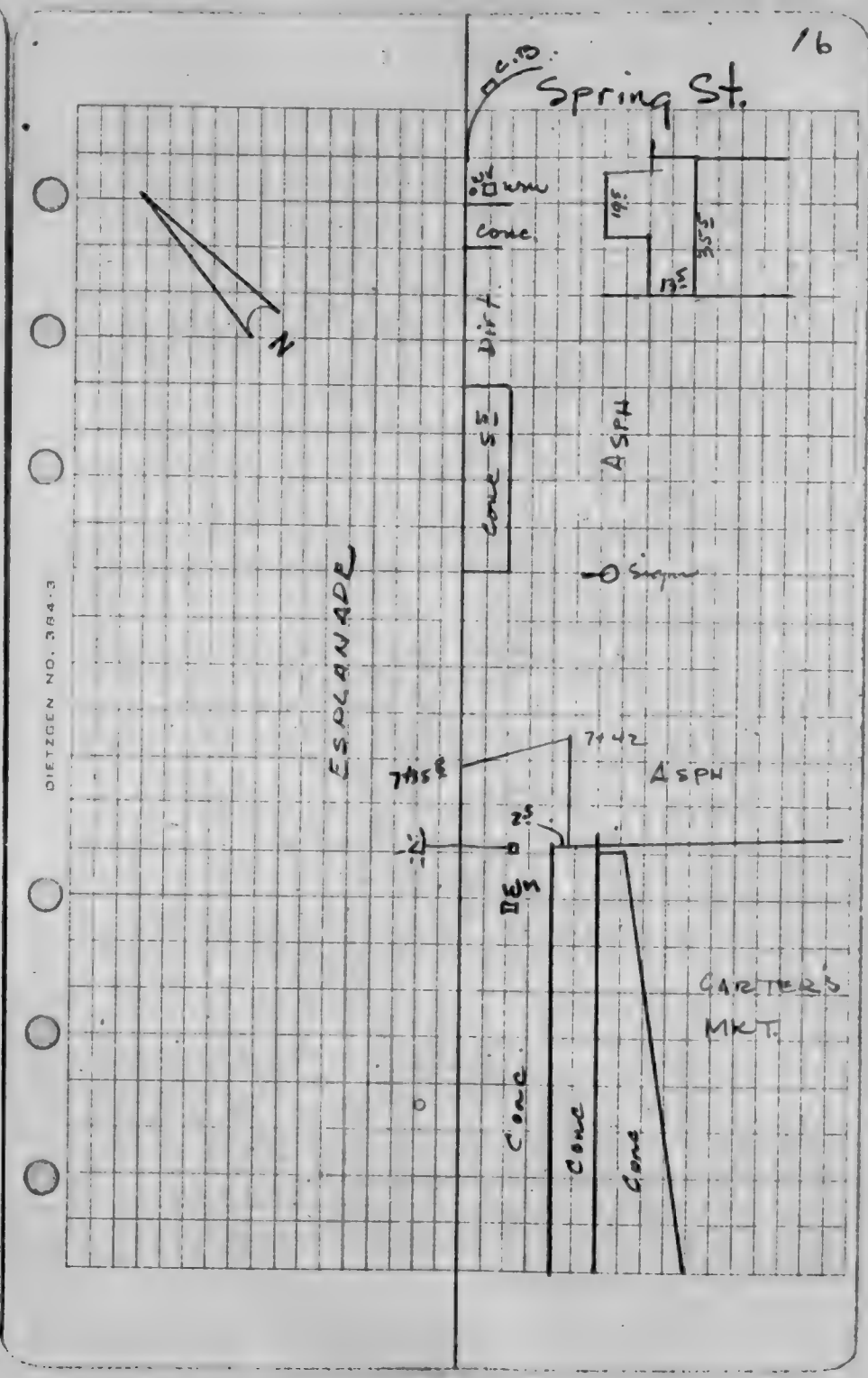
14					
9+87±		End Curb			
9+82±		P.I.C.R.			
9+65±		Edge 5' Asph. s.w.e. & Conc. L.			
9+63	P.C.R.				
9+51±	31° L.	T-1 MH.			
9+51±	23° L.	R But sign			
9+48	18± L.	W.V.			
9+21±		End Dr. Open Conc Apron			
9+12±	39±	F. Hole			
9+04		Dr. open Lt.			
8+99	29±	WM			
8+95	29±	4" Cedar Shrub			
8+96±	33± L.	Jog in S.W.			
8+87±	23± L.	Sl. MH.			
8+85±	L.	Edge 4' C.S.W.			
8+71±	31° L.	W.M.			
8+61°	L.	E. 4' C.S.W.			



15					
6+69.5	52° R	Cor Mkt. Bldg.			
6+64.5	40° R	Begin Cone S.W. Back			
6+45		End Dr. Open			
5+89.4	40.4 R	End Ice Plant			
5+81	R.	Begin Dr. Open			
5+72	40.4 R	Auto Ice Dispencer			
5+70	40 R	Cor. Bldg Polar Cub End Cone S.W.			
5+63.5	30° R.	WM			
5+44	40 R	Cor. Bldg Polar Cub.			
5+40		Cone S.W. 0.3 W.			
5+25.7	40 R.	Brick Sign Base			
5+25.3		0.5.W.			

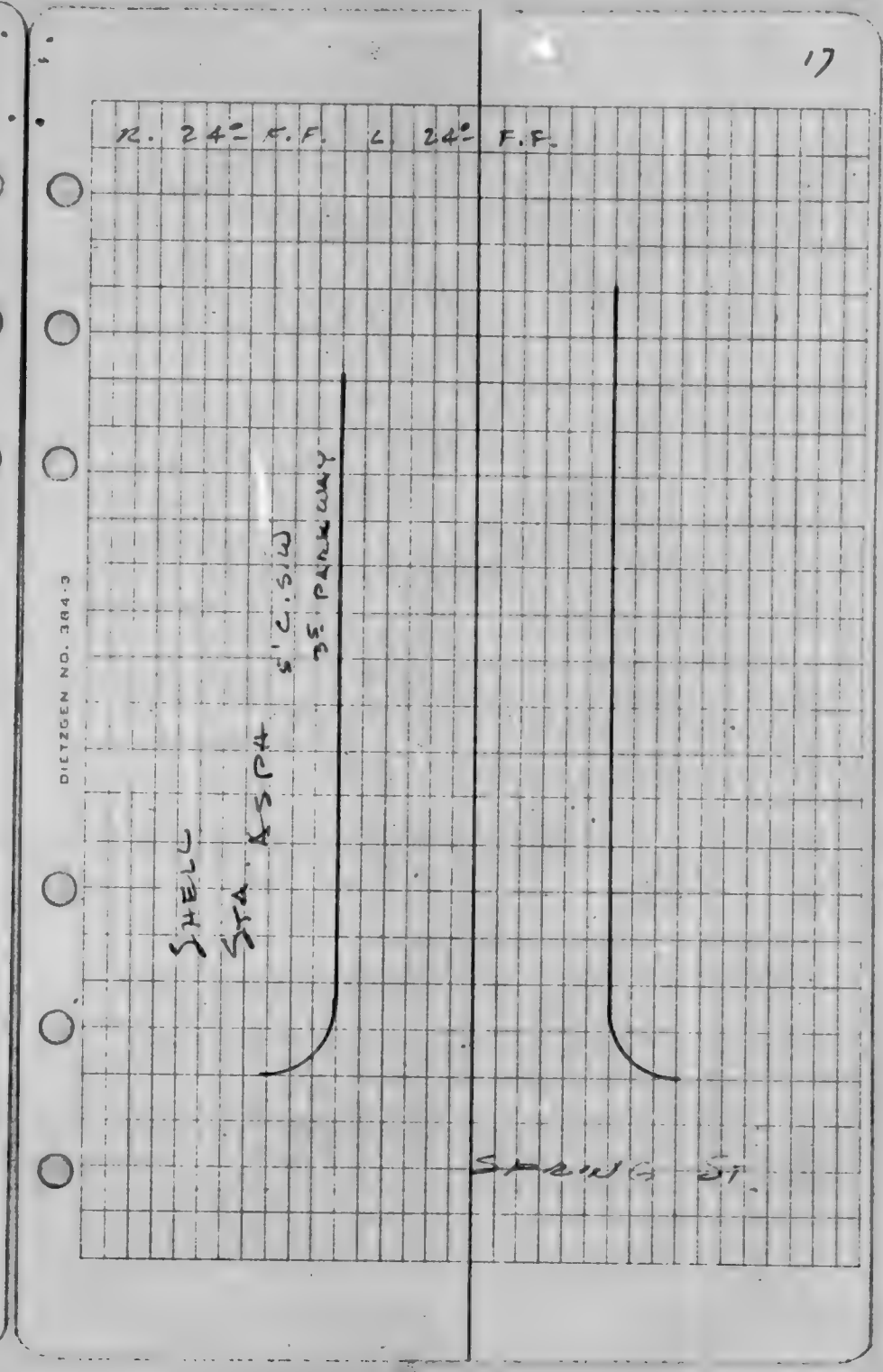


16					
9+21°	F	End Dr. Apron			
8+93°		Begin Dr. Opening			
8+46°	40°-R.	Edge Conc Apron			
8+41		End 5° Conc Dr. Apron			
8+27°	65°-R.	Cor. Std. Oil Bldg.			
7+72°		Begin Conc. Dr. Apron			
7+72°	41°-R	Sign (Parking (Prof. Bldg)			
7+42°		Asphalt Dr. Apron			
7+35°		Begin Dr. Opening			
7+19°	29°-R.	Electrolier			
7+19°	42°-R.	Cor. Mkt. Bldg.			
6+73°	36°-R	WM			



12+38		Begin Bridge			
11+60	L E R	C.B.	MH.		
11+55	R.	P.R			
11+47	L.	Elect.			
11+36	℄	Begin Conc. Isl. 4' W.			
11+35	L.	Low Curb	curb ℄ Pt.		
11+26	R	DM			
11+16		Low Curb Rt.			
10+96	L	Low Curb			
10+90	R	Low Curb			
10+43	R.	WM			
10+39	L.	Low Curb			
10+24	24' L.	WV.			
10+28	39' L.	P.P. K 3307			
10+27	41' L	FH			
10+13	31' L.	MH			
10+11	R.	Elect.			
9+91	8' R.	MH			
9+72	5' R.	MH.			

17



XERO COPY

		63.41			
1+50			3.50	59.91	
			4.46	58.95	
			3.67	59.74	
1+00			3.67	59.74	
			3.46	59.95	
			4.68	58.73	
			4.32	59.09	
1+50			4.08	59.33	
			4.34	59.07	
			2.94	60.47	
			3.55	59.86	
			3.15	60.26	
TP			0.54	62.87	
	2.97	65.84			
2+00			5.22	60.62	
			5.66	60.18	
			5.09	60.75	
			6.24	59.60	
			5.96	59.88	
2+50			5.59	60.25	
			6.03	59.81	
			4.76	61.08	
			5.41	60.43	
			4.96	60.88	

(2)

℄ Island
G. L.
T/C L.
G L Pine St. N/S Cen
℄
G. R.
T/C R
T/C R.
G.
℄
G. L
T/C L
TP Top FH Cor. Pine & Explanade
T/C L.
G. L.
℄
G.
T/C R
T/C R
G. R
℄
G. L
T/C L.

DIETZGEN NO. 384-3
XERO COPY

③					
		65.84			
3+00			5.10	60.74	
			4.27	61.57	
			5.66	60.18	
			5.25	60.59	
3+50			5.15	60.69	
			3.96	61.88	
			4.84	61.00	
			4.46	61.38	
4+00			4.15	61.69	
			4.60	61.24	
			3.66	62.18	
			4.76	61.08	
4+50			4.31	61.53	
			3.41	62.43	
			4.33	61.51	
TP			0.96	64.68 ✓	
	2.40	67.28 ✓			
5+00			4.50	62.78	
			4.15	63.13	
			4.80	62.48	
5+50			4.45	62.83	
			4.87	62.41	
			4.22	63.06	
			4.70	62.58	

③

E. L. No Curb
℄
G. L
T/C R.
G. L No Curb
℄
G. L.
T/C L.
T/C L.
G. L
℄
G. R. No Curb
G. R. " "
℄
L G.
Ret. Cor. Wall & Esplanade
L ℄ Walk No Curb
℄ Int.
R.
T/C L
G R
℄
G L

DIETZGEN NO. 334-3

XERO COPY

④		67.28			
5+50			4.46	62.82	
6+00			4.65	62.63	
			4.88	62.40	
			4.22	63.06	
			5.04	62.24	
6+50			4.80	62.48	
			5.11	62.17	
			4.47	62.81	
			5.15	62.13	
7+00			5.03	62.25	
			5.32	61.96	
			4.62	62.66	
			5.34	61.94	
			5.06	62.22	
7+50			5.55	61.73	
			4.85	62.43	
			5.55	61.73	
			5.32	61.96	
8+00			5.47	61.81	
			5.87	61.41	
			5.10	62.18	
			5.90	61.38	
8+50			5.72	61.56	
			6.15	61.13	
			5.22	62.06	

④

T/c L.
T/c L
G.
E
G. R. No Curb
T/c R.
G. R.
E
G L No Curb
T/c L.
G L
E
G. R
T/c R.
G. R. No Curb
E
G. L.
T/c L
T/c L
G L
E
G. R. No Curb
T/c R
E

DIETZGEN NO. 3943

XEROX COPY
XEROX COPY
XEROX COPY
XEROX COPY

(5)		67.28			
8+50			5.97	61.31	
			5.74	61.54	
~~TP 11+00~~			3.96	63.32	
	3.18	66.50			
9+00			5.18	61.32	
			5.55	60.95	
			4.50	62.00	
			5.57	60.93	
9+50			5.24	61.26	
			4.70	61.80	
			5.84	60.66	
			5.38	61.12	
9+78			5.42	61.08	
			4.76	61.74	
			5.01	61.49	
10+00			5.62	60.88	
			4.95	61.55	
			5.06	61.44	
10+50			5.70	60.60	
			5.45	61.05	
			5.75	60.75	
			5.24	61.26	

(5)

G. L.
T/C L.
T/C L.
C. L
℄
G. R. & Curb
G R.
℄
G L.
T/C L.
L.
℄ Int.
R.
R.
E
L.
G L. No. Curb
℄
G. R.
T/C R.

DIETZGEN NO. 384-3

XERO COPY
XERO COPY
XERO COPY
XERO COPY

HERALD NEWS

ASPH. PARKING

5' C.S.W.

6' ASPH.

2'

3'

27'

C.S.W.

BALSIGER FORD MOTORS

ASPH.

C.S.W.

R&D PAVING

BALSIG
BODY SH

ST.

5' C.S.W.

OFFICES

HOWARD PERRIN ARCH

HELIOSA APTS.

ASPH

ASPH

E. ESPLANADE

ASPH. PAVING (NE

Dr. Open

Dr. Open

Dr. Open

BALSIGER BODY SHOP

ASPH.

CONC.

TEXACO SERVICE STA.

GRAVEL

ICE PLANT

POLAR CUB

ASPH. PARKING

7TH AVE.

PROFESSIONAL BLDG.

ROBLMOSA APTS.

LAWN

CONC

LAWN

6' C.S.W.

LAWN

NEW METHOD CLEANERS

5' C.S.W.

CONC

DIR.

4½ C.S.W

S.T.

A D E S T.

(NEW CONDITION)

CONC. APRON

6½ CONC. APRON

8" 78 C.S.W.

CONC.

CARTER'S MARKET

ASPH PARKING

CONC. APRON

STANDARD OIL CO.

SPRING

KLAMATH BASIN DAIRY

S 17° 04' E

209

C.B.

E/W

31'

21" exist.

4" AC
2" Leveling
18" Base

SHELL
OIL CO.

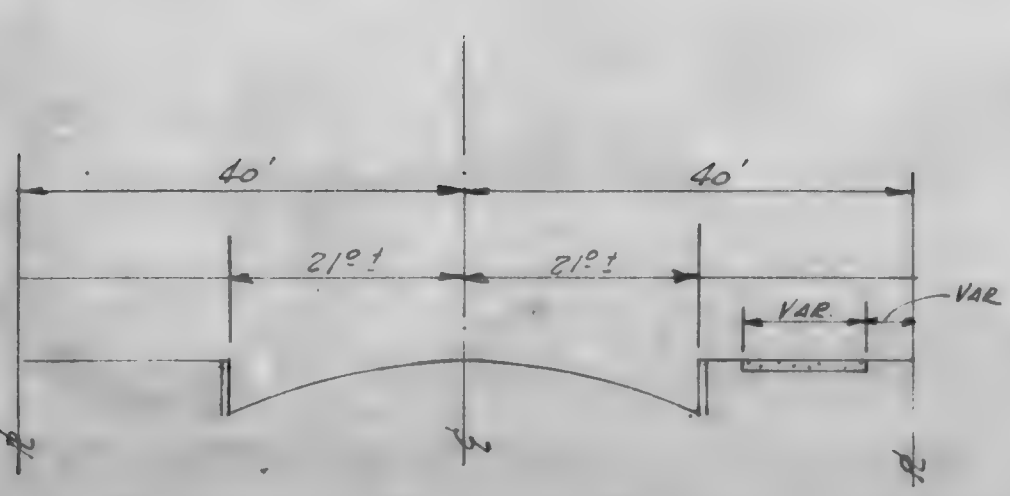
OVERPASS

CONC. ISLAND

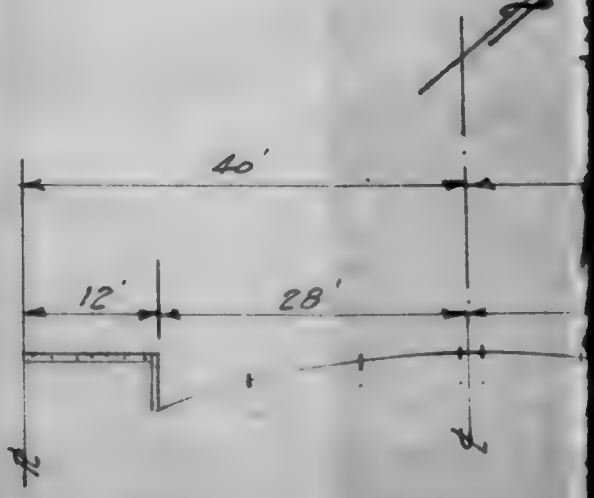
Dr. Open

C.B.

S.P.R.R.



EXISTING SECTION



PROPOSED

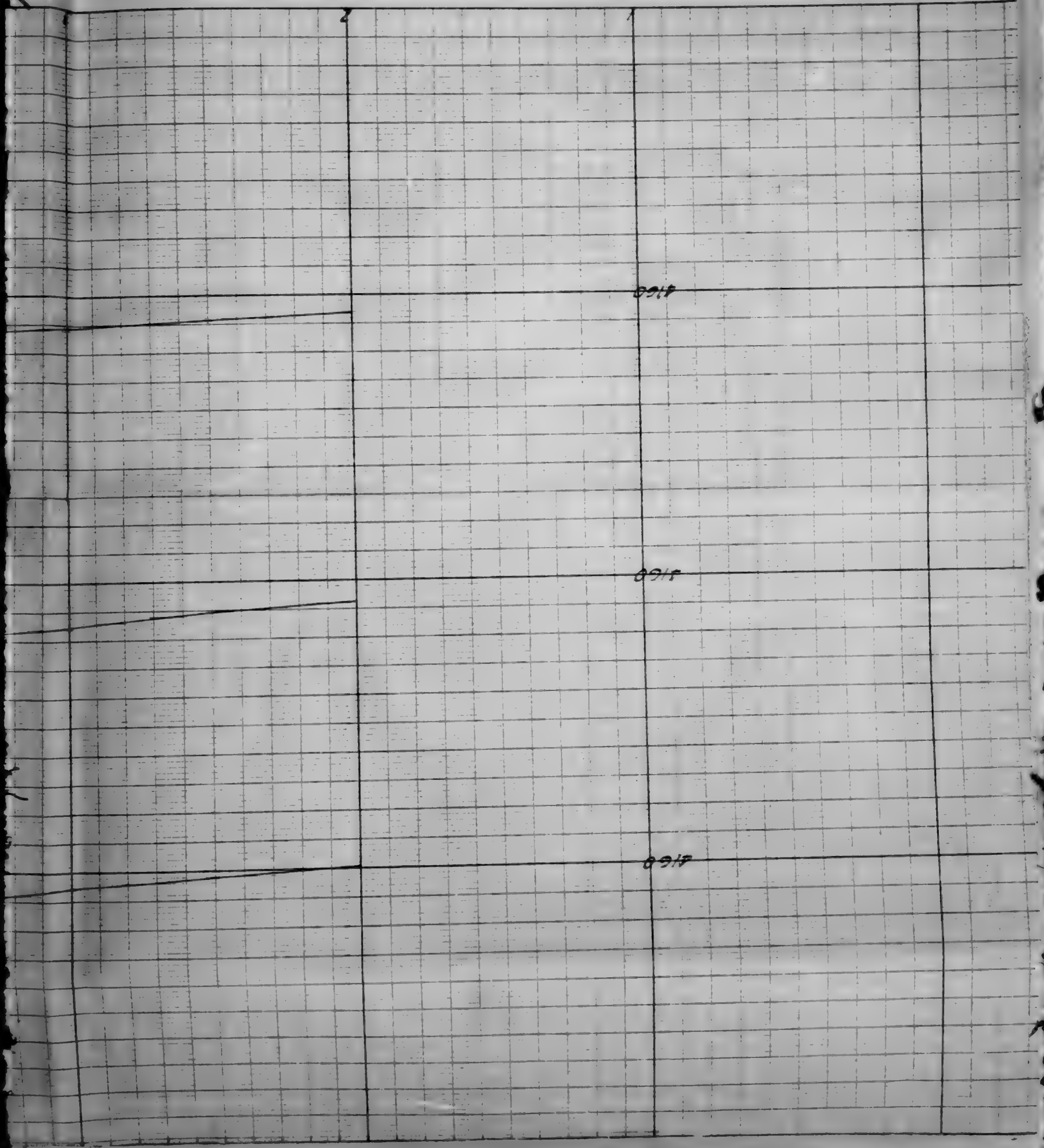
B.M. Elev. 4.160.20
2" in Conc. E.H.
S.E. Cor. 12th St. E.H.

POSED SECTION

4160.60 Seer FH or 12th St & Main St	BM Elev 4183.78 Brass Cap NW End Bridge Esplanade & Kit Carson Wy.	

KEUFFEL & ESSER CO.
NEW YORK

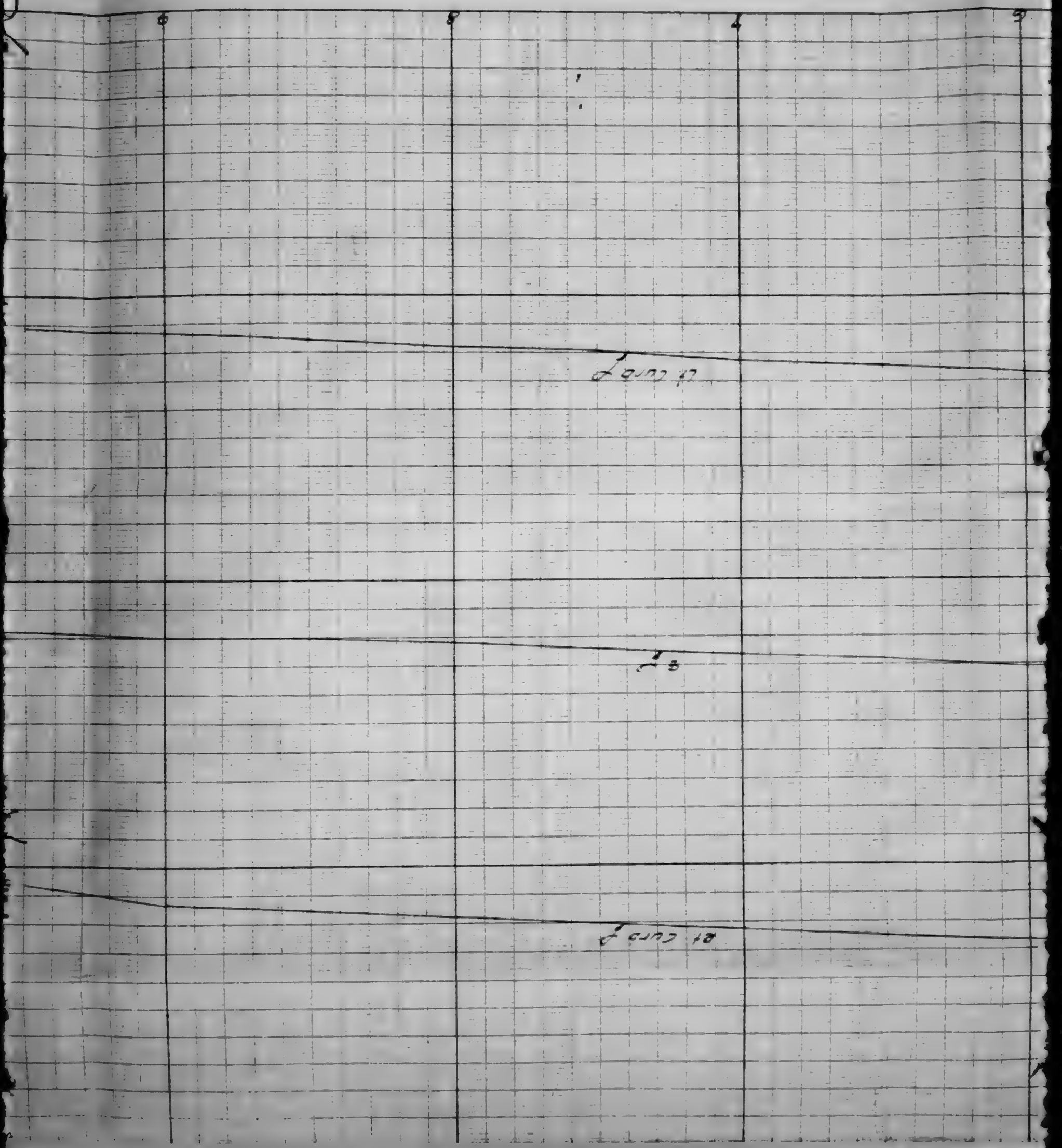
MADE IN U.S.A.
100% RAG PAPER
REG. U.S. PAT. OFF.
ENGINEERING DATA PAPER
TYPE STANDARD WEIGHT

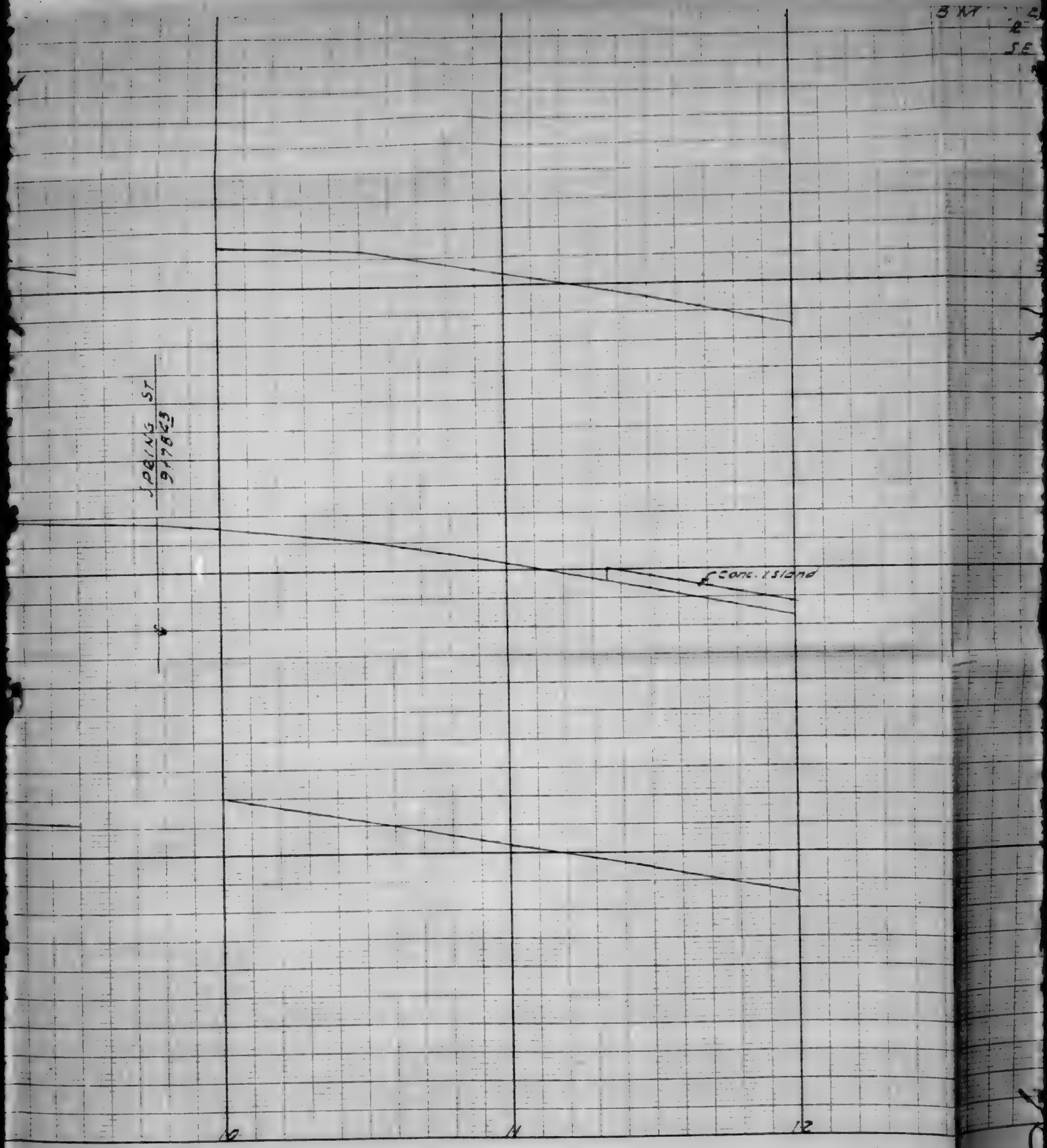


MADE IN U.S.A.
100% RAG PAPER
REG U.S. PAT. OFF.
STANDARD MARK
PROFILE PLATE A 4 X 50
HENRY BESSER CO
NEW YORK

WALL ST
STOCK

KEUFFEL & ESSER CO.
NEW YORK





TRADE STANDARD MARK
REG. U.S. PAT. OFF.
PROFILE PLATE A 4 X 20
100% RAG PAPER
MADE IN U.S.A.

BM Elev 4160.00
2" in Conc. FH
SE Cor. 12th St & Main St.

BM Elev 4183.78
Brass Cap
N End Bridge
Esplanade & Kit Carson Wy.

OFFICE OF THE CITY ENGINEER

CITY OF KLAMATH FAL

ESPLANADE ST
WALL ST TO SPRING ST

DATE Oct 18, 1965	CITY ENG'R [illegible]
SCALE Horiz 1"=40' Vert 1"=2'	SHEET NO. 1
DRAWN BY [illegible]	FILE NO. 16-2[illegible]

KEUFFEL & ESSER CO.
NEW YORK

4160.60	BM Elev 4183.78	
Cap FH	Brass Cap	
Cor 12th St & Main St	NW End Bridge	
	Esplanade & Kit Carson Wy.	

OFFICE OF THE CITY ENGINEER

CITY OF KLAMATH FALLS

ESPLANADE ST

MAIN ST TO SPRING ST

DATE OCT 18, 1965	CITY ENG'R [illegible] S. KYLE
SCALE HORIZ 1"=40' VERT 1"=4'	SHEET NO. 1
DRAWN BY [illegible]	FILE NO. 16-24

KEUFFEL & ESSER CO.
NEW YORK

FLH-1(5) Harney Co. Line-Hogback Sec. of Lakeview-Burns Hwy. (Grad. & Pav.) 1966

#6861

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NOV 10 1967
FOR FILING

FLH-1(5)

6861

November 23, 1967

Mr. A. J. Persons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Summary Report on the Inspection-in-Depth of Asphalt Concrete Pavement October 1967

The items as noted in your report on the Inspection-in-Depth on Asphalt Concrete Pavements of November 7 have been reviewed. Following are our comments regarding each item:

Item No. 1 - Straightedge surface tests are not recorded.

It is correct that in the past we have not required the recording of data obtained from straightedge checks for determination of smoothness. Straightedge testing is most generally used at construction joints and, of course, at other areas as the inspector considers necessary. As an inspector may make numerous checks daily to determine whether required smoothness is being obtained, we do not believe it is necessary to keep a record of each test. For project record purposes we do think it is in order for the inspector to note in his work diary that the smoothness checks have been made. It may in some cases be necessary to make a more complete report which would include measurements in areas where noncompliance is found.

This matter has already been discussed with our division asphalt people and will be a topic of discussion at this winter's instructional classes.

Item No. 2 - Construction of Asphalt Quantities.

This item has been given considerable attention this past season. Instructions by letter have been issued to our

field people concerning the necessity to determine the quantities of asphalt delivered to and used at the project. This will also be a topic of discussion at this winter's instructional classes.

The I-5-3(69)175 project (Goshen-Cottage Grove Section) which you mention in the report is a commercial plant.

At some commercial plant operations it is impractical to use the method of substantiation of delivered asphalt quantities as part of the determination of the amount of asphalt used on a given State project. Asphalt from any delivery may be used on State and other projects as well. In these cases, it is considered more feasible to determine the amount of asphalt used by some suitable means which involves the amount of asphalt concrete mix used on the State project only. This may be by a calculated percentage, gauging of tanks, metering or some other similar agreed method.

Item No. 3 - Pick up of asphalt coated fines by the pneumatic rollers.

Pickup of fines by rubber-tired rollers is generally caused by a wide variance of temperature between the asphalt concrete mix and the rubber tires. Therefore, placing a skirt around the roller aids to keep the rubber tires at a warmer temperature in cases of wind and cool weather. Pickup of asphalt coated fines by these rollers has become only a minor problem since the reason for pickup has become generally known. In most cases, there is no reluctance on the part of the contractor to install skirts when needed. This also will be added as a topic of discussion for our classes.

Item No. 4 - Development of a satisfactory method of checking tire pressures on rollers.

Our present specifications call for minimum requirements of tire pressures on rubber rollers and our field personnel have been assigned the task of enforcement. We know of no major problems regarding this matter, but will continue to keep our field people alert to see that the specified pressures are met.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. J. Klobes
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

JHW:fw srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 7, 1967

In reply refer to: 08-35-DB/439

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

RECEIVED
NOV 1 - 1967
CONSTRUCTION DIVISION

Morgan
Docker
Barbee
Walker
Swan
Trout
Scott
Wille
Litchfield
Olson

SUBJECT: Summary of Statewide Inspection-in-Depth of Asphalt Concrete Pavement - 1967 - 35-67-EID (1S)20

We have completed our Statewide inspections-in-depth on the Asphalt Concrete Pavement phase of highway construction.

Our area engineers have inspected four projects in this phase. They were the following:

Burnside - Big Creek Section, F-135(7)
Goshen - Cottage Grove Section, I-5-3(60)175
Harney County Line - Hogback Summit Section, FLH-1(5)
Morrow County Line - Stanfield Junction Section, I-80N-5(21)176

Individual project deficiencies have been discussed with your personnel and you have been furnished with copies of the reports for each project.

Our review indicates the following items are either repetitive or of sufficient importance to merit some consideration for future projects.

1. On all four inspections-in-depth project personnel stated that straightedge measurements of the pavement were being taken to assure compliance with the contract provisions. However, no record of these measurements was being maintained.

We feel that instructions should be issued to the field regarding the permanent recording of straightedging data. This could be in the form of a daily statement by the paving inspector denoting the location where straightedging was done and that the results were in compliance with contract provisions. This would involve no additional "paper work," but would provide documentary evidence of the attainment of the required surface smoothness. We ask your consideration of this and invite your comments.

2. Shortly after our inspection of project FLH-1(5), you issued instructions to the field regarding substantiation of asphalt quantities (OSHD Inter-department correspondence, June 13, 1967). Those instructions

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

stated that some type of a receiving record, in which volume received is measured by weighing in, gauging of the tanks, metering or other suitable methods, was in order.

Our subsequent inspection of project I-5-3(60)175 on July 12, 1967 indicated that these instructions had not yet been incorporated as a standard project procedure. However, our inspection of project F-135(7) on July 26, 1967, did bring out the fact that all asphalt trucks were being weighed to verify the asphalt quantity used.

3. On project F-135(7) it was noted that the rubber-tired breakdown roller was picking up asphalt-coated fines of the mix and their accumulation would then drop to the roadway further along the line. When rolled by a steel-wheeled finishing roller, small slick spots would be imbedded in the surface. This pickup was felt to be due to cooling of the tires in the wind. This situation was also found prevalent on other State projects not included in our inspections-in-depth, when paving under similar weather conditions.

We believe it would be beneficial to enclose the roller wheels with some sort of protective covering such as a shroud afixed to the roller when paving in cool weather. This will help keep the tires hot and reduce, if not eliminate, pickup of the asphalt-coated fines. This was discussed with field personnel in each case observed and local agreement reached and corrective action promised.

4. A satisfactory method of checking tire pressures on rollers and pavers should be developed where appropriate to the equipment in use.

5. In regard to our other findings, remedial action was taken in the field at the time of the inspection.

For a record of all items noted on he individual projects, refer to the inspection-in-depth reports of each project.

We would particularly appreciate your consideration of items 1 and 2 above and welcome your comments concerning them.

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OCT 9 - 1967
FOR FILING
FLH-1(5)
6861

September 28, 1967

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6861 awarded to Babler Bros., Inc., for grading and paving on the Harney County Line-Hogback Summit Section of the Lakeview-Burns Highway in Lake County was completed on June 30, 1967, and accepted by the Highway Commission on September 27, 1967.

Final payment in the amount of $45,573.63 will be released to the contractor after October 5, 1967. The total contract amount is $882,033.40 including $5,605.23 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

wln

cc Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Mr. Walter B. Ango, Jr.
Equitable Building
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 28 1967

FLH-1(5)
6861

September 27, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 30, 1967, on Contract No. 6861. The contract was with Dahler Brothers, Inc., and was for grading and paving on the Harney County Line-Hogback Summit Section of the Lakeview-Burns Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 27, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

A. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb kf

Monthly transaction number	FORM PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
8-68		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
9		Lake
Modification number	(PPM 21-7)	Project number
1	8-14-67	FLH-1(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 974,518	$ 943,718
Federal funds	$ 400,000.00	$ 400,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to eliminate items retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14 day of August, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. FLH-1(5)

HARNEY COUNTY LINE-HOGBACK SUMMIT SECTION

OF THE LAKEVIEW-BURNS HIGHWAY IN LAKE COUNTY

Revised project agreement estimate to eliminate items retained in program status.

Salem, Oregon, August 7, 1967

Type Code 6201
Roadway (Sta. 1475+44.00 to Sta. 1998+48.70) (Sta. 2022+65.00 to Sta. 2052+28.50)
(Sta. 2109+42.00 to Sta. 2795+44.00) (Contract 6861)

Previous subtotal on estimate of June 17, 1966	$857,926.00
10% Engr. & Cont.	85,792.00
	$943,718.00

Length of Project . . . . . 23.459 miles
Cost of Roadway per mile . . $40,225.40

Federal Funds	$400,000.00
State Funds	543,718.00
Total Cost	$943,718.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-8-1		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4 6861	*(PPM 21-7)* 7-11-66	Lake
		PROJECT NO. FLH-1(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Harney Co. Line - Hogback Summit Section, Lakeview-Burns Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-66	23.459
OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 943,718	$ 387,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Labhart

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

xx A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

Oregon State Highway Department

Federal Aid
Project No. FLH-1(5)

Harney Co. Line - Hogback Summit Section
of the Lakeview-Burns Highway in Lake County

Project Agreement Estimate. Salem, Oregon, June 17, 1966.

Type Code 6201
Roadway (Sta. 1475+44.00 to Sta. 1998 +43.70)(Sta. 2022+65.00 to Sta. 2052+28.50)
(Sta. 2109+42.00 to Sta. 2795+44.00) (Contract 6861)

Watering	2,550	M-gal.	$ 3.00	$ 7,650.00
Moving Cost	All Required(94%)			9,400.00
Motor Grader	1,570	hours	17.00	26,690.00
Tractor and Dozer, 185 DBHP w/Ripper	1,355	hours	25.00	33,875.00
Tractor and Dozer, 75 DBHP w/Ripper	1,495	hours	16.00	23,920.00
Scraper	2,710	hours	20.00	54,200.00
Loader, Crawler Type	935	hours	15.00	14,025.00
Dump Trucks	3,830	hours	12.75	48,832.50
Backhoe	230	hours	14.00	3,220.00
Rubber Tired Roller	1,085	hours	12.50	13,562.50
Air Compressor (without Operator)	230	hours	3.00	690.00
Air Tamper (without Operator)	230	hours	1.50	345.00
Laborer	5,465	hours	6.00	32,790.00
Grid Rolled Material in Base	57,200	cu.yds.	0.80	45,760.00
3/4" - 0 Material in Stone Leveling Course	23,300	tons	1.95	45,435.00
3/4" - 0 Aggregate in Prime Coat	1,410	cu.yds.	3.60	5,076.00
RC-250 Asphalt in Prime Coat	215	tons	52.00	11,180.00
RS-1 Asphalt in Tack Coat	45	tons	55.00	2,475.00
Class "B" Asphalt Concrete Mixture	86,300	tons	3.25	280,475.00
Asphalt Cement in Mixture	4,710	tons	39.00	183,690.00
Furnish 12-inch Culvert Pipe	60	lin.ft.	3.00	180.00
Furnish 18-inch Culvert Pipe	200	lin.ft.	3.25	650.00
Furnish 18-inch Arch Type Pipe	1,110	lin.ft.	3.50	3,885.00
Extra for A.C. Concrete Approaches	30	only	40.00	1,200.00
Guide Posts, w-2 way	515	only	8.00	4,120.00
				$853,326.00
Flagging (57½% of Contractor's Cost)	All Required			$ 4,600.00
				$ 4,600.00
	Subtotal			$857,926.00
	10% Engr. & Cont.			85,792.00
	Total			$943,718.00

Length of Project 23.459 Miles.
Cost of Roadway per Mile $40,228.40.

Item Retained in Program Status

Anti - Stripping Additive	All Required	$ 28,000.00
		$ 28,000.00
	10% Engr.	2,800.00
		$ 30,800.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	* $943,718.00	* $387,300.00	* $556,418.00
Retained in Program Status			
Unauthorized Item	$ 30,800.00	$ 12,700.00	$ 18,100.00
	* $974,518.00	* $400,000.00	* $574,518.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

HARNEY CO. LINE - HOGBACK SUMMIT SECTION

STATE WORK

Roadway (Sta. 1998+43.7 to Sta. 2022+65.0)(Sta. 2052+28.5 to Sta. 2109+42.0)

Watering	150	M-gals.	$ 3.00	$ 450.00
Moving Cost	All	Required(6%)		
Motor Grader	110	hours	17.00	1,870.00
Tractor and Dozer, 185 DBHP w/Ripper	95	hours	25.00	2,375.00
Tractor and Dozer, 75 DBHP	105	hours	16.00	1,680.00
Scraper	190	hours	20.00	3,800.00
Loader, Crawler Type	65	hours	15.00	975.00
Dump Trucks	270	hours	12.75	3,442.50
Backhoe	20	hours	14.00	280.00
Rubber Tired Roller	75	hours	12.50	937.50
Air Compressor (without Operator)	20	hours	3.00	60.00
Air Tamper (without Operator)	20	hours	1.50	30.00
Laborers	385	hours	6.00	2,310.00
Grid-Rolled Material in Base	3,700	cu.yds.	0.80	2,960.00
3/4" - 0 Material in Stone Leveling Course	1,400	tons	1.95	2,730.00
3/4" - 0 Aggregate in Prime Coat	90	cu.yds.	3.60	324.00
RC-250 Asphalt in Prime Coat	15	tons	52.00	780.00
RS-1 Asphalt in Tack Coat	5	tons	55.00	275.00
Class "B" Asphalt Concrete Mixture	5,700	tons	3.25	18,525.00
Asphalt Cement in Mixture	350	tons	39.00	13,650.00
Furnish 18-inch Culvert Pipe	50	lin.ft.	3.25	162.50
Furnish 24-inch Culvert Pipe	60	lin.ft.	5.00	300.00
Furnish 18-inch Arch Type Pipe	100	lin.ft.	3.50	350.00
Extra for A.C. Concrete Approaches	5	lin.ft.	40.00	200.00
Guide Posts, w-2 way	35	lin.ft.	8.00	280.00
				$ 59,346.50

Flagging (5 7½% of Contractor's Cost)	All Required	$ 400.00
Anti-Stripping Additive		2,000.00
		$ 2,400.00

$ 61,746.50

G-1-93%
G-7-7%

Oregon State Highway Department

Federal-Aid
Project No. FLH-1(5)

HARNEY CO. LINE-HOGBACK SUMMIT SECTION

OF THE LAKEVIEW-BURNS HIGHWAY IN LAKE COUNTY

P.S.&E. estimate.

Salem, Oregon, May 13, 1966

Type Code 6201
Roadway (Sta. 1475+44.00 to Sta. 1998+43.70)(Sta. 2022+65.00 to Sta. 2052+28.50)
(Sta. 2109+42.00 to Sta. 2795+44.00)

Watering	2,550 M-gal.	$ 5.00	$ 12,750.00
Moving Cost	All Req. 94%		9,400.00
Motor Grader	1,570 hour	19.00	29,830.00
Tractor and Dozer, 185 DBHP w/Ripper	1,355 hour	30.00	40,650.00
Tractor and Dozer, 75 DBHP	1,495 hour	18.00	26,910.00
Scraper	2,710 hour	25.00	67,750.00
Loader, Crawler Type	935 hour	30.00	28,050.00
Dump Trucks	3,830 hour	15.00	57,450.00
Backhoe	230 hour	15.00	3,450.00
Rubber-tired Roller	1,085 hour	15.00	16,275.00
Air Compressor (Without Operator)	230 hour	10.00	2,300.00
Air Tamper (Without Operator)	230 hour	6.00	1,380.00
Laborer	5,465 hour	6.50	35,522.50
Grid Rolled Material in Base	57,200 cu.yd.	1.30	74,360.00
3/4"-0 Material in Stone Leveling Course	23,300 ton	3.30	76,890.00
3/4"-0 Aggregate in Prime Coat	1,410 cu.yd.	6.00	8,460.00
RC-250 Asphalt in Prime Coat	215 ton	60.00	12,900.00
RS-1 Asphalt in Tack Coat	45 ton	65.00	2,925.00
Class "B" Asphalt Concrete Mixture	86,300 ton	5.25	453,075.00
Asphalt Cement in Mixture	4,710 ton	42.00	197,820.00
Furnish 12-inch Culvert Pipe	60 lin.ft.	3.00	180.00
Furnish 18-inch Culvert Pipe	200 lin.ft.	4.75	950.00
Furnish 18-inch Arch Type Pipe	1,110 lin.ft.	5.00	5,550.00
Extra for A.C. Concrete Approaches	30 only	50.00	1,500.00
Guide Posts, W-2 Way	515 only	9.00	4,635.00
			$3,170,962.50

Flagging (57½% of Contractor's Cost)	All Required	$ 4,600.00
Anti-striping Additive	All Required	28,000.00
		$ 32,600.00
	Subtotal	$1,203,562.50
	10% Engr. & Cont.	120,356.50
	Total	$1,323,919.00

HARNEY CO. LINE-HOGBACK SUMMIT SECTION

STATE WORK

Roadway (Sta. 1998+43.7 to Sta. 2022+65.0)(Sta. 2052+28.5 to Sta. 2109+42.0)

Watering	150 M-gal.	$ 5.00	$ 750.00
Moving Cost	All Req. (6%)		600.00
Motor Grader	110 hour	19.00	2,090.00
Tractor and Dozer, 185 DBHP w/Ripper	95 hour	30.00	2,850.00
Tractor and Dozer, 75 DBHP	105 hour	18.00	1,890.00
Scraper	190 hour	25.00	4,750.00
Loader, Crawler Type	65 hour	30.00	1,950.00
Dump Trucks	270 hour	15.00	4,050.00
Backhoe	20 hour	15.00	300.00
Rubber-tired Roller	75 hour	15.00	1,125.00
Air Compressor (Without Operator)	20 hour	10.00	200.00
Air Tamper (Without Operator)	20 hour	6.00	120.00
Laborers	385 hour	6.50	2,502.50
Grid-Rolled Material in Base	3,700 cu.yd.	1.30	4,810.00
3/4"-0 Material in Stone Leveling Course	1,400 ton	3.30	4,620.00
3/4"-0 Aggregate in Prime Coat	90 cu.yd.	6.00	540.00
RC-250 Asphalt in Prime Coat	15 ton	60.00	900.00
RS-1 Asphalt in Tack Coat	5 ton	65.00	325.00
Class "B" Asphalt Concrete Mixture	5,700 ton	5.25	29,925.00
Asphalt Cement in Mixture	350 ton	42.00	14,700.00
Furnish 18-inch Culvert Pipe	50 lin.ft.	4.75	237.50
Furnish 24-inch Culvert Pipe	60 lin.ft.	6.75	405.00
Furnish 18-inch Arch Type Pipe	100 lin.ft.	5.00	500.00
Extra for A.C. Concrete Approaches	5 lin.ft.	50.00	250.00
Guide Posts, W-2 Way	35 lin.ft.	9.00	315.00
			$ 80,705.00
Flagging (57½% of Contractor's Cost)	All Required		$ 400.00
Anti-striping Additive	All Required		2,000.00
	Subtotal		$ 2,400.00
	Total		$ 83,105.00

Length of Project - - - - - - - - - - -	23.459 Mile
Cost of Roadway per Mile- - - - - - -	$ 56,435.44

Federal Funds	$ 400,000.00
State Funds	923,919.00
Total	$1,323,919.00

FLH-1(5)

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Harney County Line - Hogback Summit		WEEK ENDING: July 22, 1967
		SECTION PREFIX: 19-1044
HIGHWAY: Lakeview-Burns		COUNTY: Lake
NAME OF JOB: Harney County Line - Hogback Summit	KIND OF WORK: Grading and Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 6861	FEDERAL AID PROJECT NUMBER: FLH-1(5)
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: July 28, 1966	ESTIMATED COMPLETION DATE: June 30, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: ---- SUPERVISION: ----	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120 - 360	CALENDAR DAYS USED 119 - 359
PROJECT AUTHORIZATION: $ 1,066,131.56	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99 - 99
EXCLUSIVE OF ENGINEERING: $ 990,317.76	ENGINEERING AUTHORIZATION $ 75,813.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 889,431.81	ENGINEERING COST TO DATE $ 61,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT [redacted] UNDERRUN: 10 %	PERCENT OF AUTHORIZATION: 81 %	DATE PROJECT WAS COMPLETED: June 30, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100 SURFACING		

	GRADING	SURFACING	[redacted] MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	27.0	27.0	27.0	27.0	27.0
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,490 Hrs.	60,900 CY	24,700 Ton	1500CY-280T	92,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	$130,080.00	70,212 CY	30,791 Ton	52CY-76T	99,707 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	$130,080.00	70,212 CY	30,791 Ton	52CY-76T	99,707 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days Charged CAUSE OF DELAY
SUNDAY	Overcast-rain			
MONDAY	Clear-warm			
TUESDAY	Clear-warm			
WEDNESDAY	Clear-warm			
THURSDAY	Clear-warm			
FRIDAY	Clear-warm			
SATURDAY	Clear-warm			

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work on the contract this week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate and final project records were submitted to the Division Office on July 19, 1967.

This is the last weekly report for this project.

cc: Construction (2)
BPR (1)
Division (1)
File (1)

SIGNED E. J. Dunn LOCATION Lakeview

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-FS18

RECEIVED
JUL 21 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MCCOFORD
KENNETH N. FRIDLEY, WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 13, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on June 30, 1967, on Contract No. 6861, Harney Co. Line-Hogback Summit Section, in Lake County, in connection with Federal-Aid Project No. FLH-1(5).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 7-17-67

Conditions noted on above date:

Project was inspected on 6-1-67 (prior to completion) and it was found that construction completed to date was in apparent conformance with plans and specifications. Project was discussed with Mr. Warfield, Asst. Div. Engr. subsequent to completion and there appears to be no reason which would prevent acceptance.

A. W. Parsons
Division

cc; Forrest Cooper
L. H. Young

By: T. Dec
T. Dec
Engineering Coordinator

NOTED
F. B. KLABOE, 7-20-67
Young

RECEIVED
JUL 19 1967

RECEIVED
JUL 12 1967
FOR FILING

FLH-1(5)
6761

July 11, 1967

1772

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Inspection-in-Depth Report
Re: Asphalt Concrete Pavement, Harney County
Line-Hogback Summit Section, Lakeview-
Burns Highway

As requested by your memorandum of June 28, the following comments are made regarding the findings and recommendations of the subject Inspection-in-Depth Report:

Regarding Finding and Recommendation No. 1 - The finding regards what is considered to be inadequate checking procedures to determine delivery quantities of asphalt to the project. It is recommended that instructions to the field be clarified on this item.

Comment: Shortly after this inspection was made, instructions to the field regarding substantiation of asphalt quantities were issued. Attached is a copy of the letter to the field engineers which should not only suffice to clarify the problems of the finding, but will also aid in attaining better substantiating data for the final project records.

Regarding Finding and Recommendation No. 2 - This finding states that, according to the project personnel, straightedging of the pavement to assure compliance to the specifications was being done. The recommendations are that instructions should be issued to the field requiring that a permanent record of this straightedging should be made.

It is the practice of all of our inspectors on paving work to check the work for smoothness by means of a straightedge, a string line or other suitable procedures. As

far as can be determined, it has never been a practice to make a record of these checks and there have been no known problems involved due to the lack of this recorded documentation.

We consider this in the same category as many other phases of work which are required to be done in certain acceptable standards in our specifications and provisions, and which we inspect to be sure of compliance, but do not necessarily make a record of each inspection. We are therefore very reluctant to require our field people to increase their paper work when we do not feel a problem exists or the addition of more records would serve any useful purpose.

Regarding Finding and Recommendation No. 3 - No comment is necessary.

Regarding Finding and Recommendation No. 4 - In the course of the inspection, it was found that the contractor had installed hydraulic jacks in his pneumatic rollers so that the rubber tires could be lifted off the ground when the machine was not in use. You recommended that consideration be given to placing a requirement to have these jacks on all rubber rollers if such a procedure results in a better riding pavement.

We will check into this suggestion. The thought occurs that the contractor may have installed these jacks to check on possible savings in tires and maintenance and as a secondary value only could the ride or smoothness of the pavement have been a consideration. It may be that there is some value in keeping the tires in a round condition. It may also be a point which we should watch and, possibly, at least require the pneumatic rollers to make a few runs prior to actually getting on the hot mix. This, of course, to eliminate the possible flat spots.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attach.

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
J. F. Putnam (Enc.)

JHW:fw srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 28, 1967

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Fred Klaboe

FROM : Mr. A. W. Parsons, Division Engineer
Salem, Oregon

Routing

Morgan — Pease
Decker — Merelatk
Bond — Trout
Barbee — Scott
Walker — Wills
Glenn — Litchfield
Swan — Olson

RECEIVED
JUL 6 19
CONSTRUCTION
DIVISION

SUBJECT: Oregon Project FLH 1(5)
Harney County Line - Hogback Summit
Lakeview - Burns Highway
Statewide Inspection-in-Depth
Asphaltic Concrete Paving

Transmitted herewith is subject inspection-in-depth report performed earlier by our staff. This is the second inspection-in-depth this year concerning the asphaltic concrete paving phase of construction. Additional inspections will be made this construction season covering this phase. A summary report will be submitted upon completion of all the individual inspections and reports.

We are pleased to report that no significant deficiencies were found. Any necessary corrective action was initiated at the field level so no followup inspection will be required.

It is requested, however, that we receive your comments relative to findings and recommedations Nos. 1, 2 and 4. We are particularly interested in your consideration of recommendation No. 1 since our auditors are currently having difficulties in reconciling the pay quantities for liquid asphalt. Maybe something more than random checking of spot loads of liquid asphalt is in order.

Your comments are requested.

Enclosure
Inspection-in-Depth Report

orig-to Morgan w/enc.
7-6-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY KLD#: 35-67-KLD(1)5

FORM PR-33D (REV. 10-68) cc: OSHD (Klabee)
File 439 Region (3 cy)
Admin Mgr Wash DC thru Region

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT gh

REGION	DIVISION	COUNTY	PROJECT NUMBER
6	Oregon	Lake	FLH-1(5)

DATE OF INSPECTION: 5-31 & 6-1-67

PHASE(S) INSPECTED: Asphaltic Concrete Pavement

INSPECTION MADE BY: Willis Grafe, Area Engineer
Glenn K. Hoesner, Area Engineer
C. T. Christianson, Area Engineer

IN COMPANY WITH: J. F. Putnam, Division Engineer, OSHD
J. H. Walker, Asst. Const. Engr., OSHD
E. J. Dunn, Resident Engineer, OSHD

REPORT PREPARED BY: Glenn K. Hoesner, Area Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE (XX) ☒ BASE (XX) ☒ PAVING (XX) ☐ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)
Babler Bros., Inc.
4617 Southeast Milwaukie Ave.
Portland, Oregon 97202

CONTRACT AMOUNT
$ 932,672.50

PROJECT STATUS (% comp.)
70

LOCATION
Harney County Line - Hogback Summit Section, Lakeview - Burns Highway. The northerly end is about 8.5 miles southerly of Wagontire, Oregon and the southerly end is about 40 miles northerly of Valley Falls, Oregon.

REPORT FORMATS: (1) SUMMARY OF FINDINGS (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

Inspection Time: 9 man-hours (field)
9 man-hours (office)

Travel Time: 30 man-hours

Write up Time: 2 man-hours

HARNEY COUNTY LINE - HOGBACK SUMMIT SECTION
PART OF STATEWIDE INSPECTION-IN-DEPTH
Asphaltic Concrete Pavement

A. SCOPE OF INSPECTION

This inspection-in-depth consisted of a field review of the asphaltic concrete pavement laid to date, an examination of the contractor's asphalt paving plant, laydown machine, rollers, scales, trucks, etc., a review and discussion of the State's inspection and testing procedures, and a review of test reports and their supporting documents. Actual mixing and laying techniques were not observed as operations were suspended due to weather conditions.

(more)

EDITION OF (5-64) IS USABLE

Work sheets supporting this report are attached to the Division file copy.

B. FINDINGS AND RECOMMENDATIONS

1. Finding

Governing instructions do not clearly indicate that asphalt being received at the project site should be random checked before and after unloading as a check against the billing. Consequently, this was not being done on this project. All parties agreed that this is a good procedure to follow and trucks will be random checked by the Resident in the future.

Recommendation

Instructions to the field be clarified to provide for random checking of individual loads of asphalt received on the project.

2. Finding

Project personnel indicated that straight edging of the asphaltic concrete pavement was being done to assure compliance with contract provision. However, no records of these measurements were being maintained. The Resident Engineer was instructed by the Division Engineer to maintain such a record in the future.

Recommendation

Instructions should be issued to the field regarding permanent recording of straight edging data.

3. Finding

A copy of the AASHO Guide on Project Procedures was not available to project personnel. This oversight was immediately corrected as Division Engineer Putnam officially presented the Resident Engineer with a copy of this guide.

This situation apparently developed during recent moving of miscellaneous office equipment and office space: however, it developed that project personnel were acquainted with the guide from previous assignments.

Recommendation

None.

(more)

4. Finding

The contractor had installed hydraulic jacks on the pneumatic roller allowing for the roller weight to be taken from the roller tires when the roller is not in use. The procedure prevents flat spots from developing on the hot tires as they cool and eliminates having to roll under these conditions until the tires are reheated by the hot mix.

Recommendation

Consideration should be given to making this a contract requirement if such a procedure results in a better-riding pavement.

General Comments

This inspection-in-depth indicated that the asphaltic pavement was mixed and placed in substantial conformance with governing plans and specifications with no significant deviation from good project procedures.

The inspection team was favorably impressed with the knowledge displayed by the Resident Engineer regarding all phases of the asphaltic concrete paving operation.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1967

SUBJECT: Substantiation of Asphalt Quantities

To: DIVISION ENGINEERS
RESIDENT ENGINEERS

It has again been brought to our attention that final estimates are being submitted which lack necessary data to substantiate the quantity of asphalt used on the project. Two types of cases have been cited:

The first is where all of the asphalt delivered is slated for a single project. In this case, many of the records lack clear understandable data as to how the final pay quantity is determined. Invoice data alone is not sufficient evidence that the asphalt has been received and the invoice amount has been incorporated into the work. Some type of a receiving record, inwhich volume received is measured by weighing in, gauging of the tanks, metering or other suitable methods, is in order. This will establish the amount received. In addition, it is very seldom that a project can be completed without some rejecting or waste of asphalt. Some type of record, such as a special Material Receipt book to record this, is in order. Then at the completion, a clear concise summary which indexes the data so that it is readily found in the final records is necessary.

The other type of case concerns a situation where one asphalt plant or asphalt delivery may be producing or supplying the material for more than one project. A record for each project must be made. Asphalt received and used must be substantiated in the same manner as above related; however, in addition, it is necessary to clearly record just how the quantities for each individual project were obtained. Prorating of amounts received on a percentage, based on the weighed asphaltic concrete of each project and the per cent of asphalt in the A.C. as determined by extraction tests, is considered sufficient. For penetration applications, gauge measurements from the distributor are acceptable. In any event, some type of breakdown recorded in a clear manner is necessary.

Please give this matter your attention when working up the final records; it will not only speed up the Checking Department's work, but will eliminate explanations and review at a later date due to audits.

F. D. Morgan
Construction Engineer

By John H. Walker
John H. Walker
Assistant Construction Engineer

JHW:fw
cc: F. B. Klaboe
L. H. Young
Ted Boehme

RECEIVED
JUN 9 - 1967
FORM B-30X—50M—7-66

SP*23811-734

FOR FILING
FIH 1(-)
6:61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1967

To:
MEMO TO THE FILES

SUBJECT: Inspection in Depth on
Asphaltic Concrete Paving
Harney Co. Line-Hogback Summit Section
Lakeview-Burns Highway
Contract No. 6861

On May 31 and June 1, 1967, an inspection in depth regarding A. C. paving was conduc ted on the Harney County Line-Hogback Summit Section of the Lakeview-Burns Highway. The following personnel were in attendance:

Willis Grafe	Area Engineer, Bureau of Public Roads
C. T. Christianson	Area Engineer, Bureau of Public Roads
Glenn K. Hossner	Area Engineer, Bureau of Public Roads
J. F. Putnam	Division Engineer, Oregon State Highway Department
E. J. Dunn	Resident Engineer, OSHD
J. H. Walker	Assistant Construction Engineer, OSHD

Due to adverse weather conditions, paving was not in progress but the inspection personnel visited the A. C. plant and that portion of the previously placed pavement. The records were then inspected in the Resident Engineer's office.

This inspection uncovered no major discrepancies in any portion of this work and practically no minor ones. About all that was found wrong was that the scales for the plant calibration were not at the plant but were in Lakeview. They were available whenever needed.

The Bureau of Public Roads' report on this project should be an excellent one. It was my opinion that the work done to date was above average and that the Resident Engineer and his crew were well versed and completely on top of the work. It was a pleasure to attend this inspection and Resident Engineer Dunn and his personnel are to be commended.

Attached is a copy of the outline used for this inspection.

JHW:fw
Attach.
cc: F. B. Klaboe
J. F. Putnam
E. J. Dunn

John H. Walker
Assistant Construction Engineer

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Guideline
Statewide Inspection-in-Depth
Asphaltic Concrete Pavement

I. Quality Control

a. Is record of laboratory mix design available?

b. Has it been qualified for stripping?

c. Is job mix based on stockpile composite?

d. Is asphalt grade and amount based on lab recommendations?

e. How are samples of aggregate obtained?

f. How are samples of asphalt obtained?

II. Field Testing

a. Is minimum frequency of job control tests met?

1. Asphalt - certification & check samples

2. Aggregates - 1/500-1000 tons

b. Is mechanical analysis according to current specifications?

c. Do tests indicate compliance with the gradation requirements of the contract?

d. Is moisture in the heated aggregate in excess of 0.5%?

e. What is frequency of moisture test?

f. Is frequency of lab samples of aggregate 1/20,000 tons?

g. What is frequency of field extractions? (1/100 ton or 1/days run)

h. Frequency of lab samples for extraction? (1/5 field tests)

III. Operation Limitations

a. Temperature (Above 40 degrees and rising or 50 degrees and falling)

b. Wind, rain, or other factors.

IV. Mixing Plant

a. Has plant been calibrated?

b. Has it been checked since the original calibration?

c. Does the drier capacity meet or exceed the plant capacity?

d. Is there an adequate dust collector?

e. Is the mixer capacity 60 ton/hr. or more?

f. Are there recording thermometers for the hot aggregates as it leaves the drier and for the asphalt near the pugmill?

g. Is the pugmill temperature in the range specified?

h. Is mixing time after introduction of asphalt as specified?

i. What is sequence of introducing materials into mixing unit?

j. Is there provision for bin overflow?

k. 1. Batch plants

(a) Are aggregate and asphalt scales suitable?

(b) Does scale have standard weights for checki[illegible]?

(c) Date of last scale check and where recorded?

(d) Is weight box freely suspended and of ample size to hold a full batch?

(e) Does asphalt from weigh bucket discharge into mixer in less than 15 seconds?

2. Continuous plants

(a) Can the gates for proportioning aggregates be locked?

(b) Can the aggregate from the bins be bypassed to the weight test box in combined for or separate from each bin?

(more)

(c) Are warning devices provided to indicate when bins are not sufficiently full?

(d) Is there positive interlocking control of aggregates and asphalt?

(e) Is a 300# capacity platform scale available?

(f) Does the plant have a surge hopper with gates to provide discharging the mixture in sufficient quantities to prevent segregation?

(g) Is output of pugmill in #/sec. greater that the dead weight capacity of the pugmill in # divided by specified mixing time in seconds?

V. Hauling Equipment

a. Is number of trucks adequate to keep up with production?

b. Are truck beds emptied and cleaned properly?

c. Are hauling unit identification numbers satisfactory?

d. Are truck beds coated to prevent mix adherence but without contamination of mix?

e. Are truck covers provided as specified?

VI. Surface Preparation

a. Is roadbed shaped and compacted to specified line and grade?

b. Is surface clean and in proper repair?

c. Is tacking procedures satisfactory?

VII. Laydown

a. Does laydown machine meet specified requirements or automatic controls, both longitudinal and transverse?

b. Is laydown pattern planned to provide staggered joints?

(more)

c. Are longitudinal joints well constructed and under traffic lines?

d. Is any segregation in evidence?

e. How is the depth of lay controlled?

f. How does the estimated depth of lay compare with the measure depth?

g. How are depth measurements made?

h. Is surface smoothness checked?

1. Top 0.012/10 feet

2. Bottom 0.02/10 feet

VIII. Rolling

a. Breakdown

1. How performed?

2. How many tons/hours/roller?

3. Has roller been checked?

(a) 200#/inch width

(b) 20" compression roll

4. Does rolling progress from the edge to the center?

5. Is roller clean?

6. Does breakdown roller follow machine spread as near as possible for most effective compaction?

b. Intermediate

1. Is intermediate roller a pneumatic self-propelled roller meeting specifications?

2. Is tire pressure ±2 1/2 psi?

3. Is roller wheel load adequate? (80 psi ground pressure)

(more)

4. How and when were tire wheel loads and pressures checked?

5. Do wheels overlap?

6. Does rolling progress from the edge of the center except on supers?

7. Does roller have a cleaning device, and is it clean?

c. Finish

1. Is finish roller a tandem flatwheel?

2. Has roller weight been checked?

3. Are wheel faces in good condition?

4. Is finish rolling completed the same day material is placed?

d. Is minimum compaction being obtained?

IX. Measurements for Payment

a. When were scales last checked?

b. Are check weights provided?

c. How often are trucks tared?

d. Do platform scales conform with specifications regarding size and level approaches?

e. Are tickets receipted by the inspector at the delivery site?

f. Do tickets contain adequate information regarding weights and also weighman's signature?

g. Are records documented for miscellaneous sales, waste and rejected materials and proper deductions made from the pay quantity?

h. Are asphalt tankers checked occasionally to verify the invoice weights?

(more)

X. Special Provisions and Change Orders

a. Note compliance with changes made by special provisions or change orders.

XI. Records

a. Are records neat, orderly and easily followed?

b. Are the original records complete with names and dates?

c. Are ticket books initialed and checked by the original computer and a second party?

d. Are inspector's diaries complete and legible in regard to the items being checked and inspected?

e. Can an item on a progress estimate be traced easily to its source?

f. Does the office force keep computations and posting reasonably current?

g. Are reconciliations made of the data contained in hot plant record book and the field ledger such as quantity of asphalt used, plant mix produced, waste, rejected material, material left on hand, sold, etc.?

XII. Inspecting Personnel

a. Do the State highway engineers, inspectors and office men appear to be competent?

b. Are there sufficient people to properly supervise this phase of the work?

c. Are supervisors aware of "Information Guide on Project Procedures"?

RECEIVED
NOV 3 - 1966
FOR FILING

FLH-1(5)

6861

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1966

To: MEMO TO THE FILES

SUBJECT: Two Mile Extension of
Harney Co. Line-Hogback Section
Contract No. 6861

This is to record that Mr. F. B. Klaboe did approve a two mile extension of grading and paving for a distance of approximately two miles northerly on subject project.

This was on the advice of the Construction Department that there were sufficient funds remaining in the project funds to accomplish this work without overrun of the project authorization. A recent field trip made by Mr. Klaboe had revealed the need of this extension to make better continuity for traffic using this highway.

Division Engineer J. F. Putnam was advised this date to get a Price Agreement and proceed with the work.

F. D. Morgan
Construction Engineer

FDM:fp

cc F. B. Klaboe
J. F. Putnam

RECEIVED
NOV 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1966
FOR FILING

Form CD-121 (11-60) (Prea. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 26, 1966

In reply refer to: 08-35.DB-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon FLH-1(5)
Harney County Line-Hogback Summit Section
Lakeview-Burns Highway
State Force Order No. 1
Total estimated amount of the Order $750.00
Federal participation $450.00

Reference is made to your letter dated October 24, 1966 concerning the subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor will not be properly equipped or staffed to perform the work contemplated under this order during the period of winter suspension.

2. The State has equipment, materials and trained personnel to perform the work most economically during the period of winter suspension.

3. Performance of this work by State Forces represents a financial savings over the contractor's quoted price of $1,500.00.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis with the understanding that this approval will in no way obligate the government to the expenditure of funds in excess of those already allotted for this project.

A signed copy of the order is returned herewith.

Attachment

RECEIVED
OCT 27 1966
OFFICE OF
STATE HIGHWAY ENGR.

REFERRED TO
By Asst. State Hwy. Engr.
10-28-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 3 1966 W E Martin
This Dist. Engineer
U.S. Bureau of Public Roads

Form A-108—8M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Harney County Line-Hogback Summit Date September 27, 1966

Highway Lakeview-Burns Contract No. 6861 F. A. Project No. FLH-1(5)

County Lake Prefix 19-1044 Account No. 259-01

Description of Work To Be Done:

Furnish haul & place cold-mix materials in culvert crossing areas on southerly portion of the project.

Location by Station Numbers:

1475+44 (MP 62.0) - 2135+44 (MP 49.5)

Estimate of Quantities and Costs:

Labor, materials & equipment $750.00

Explanation:

The maintenance of the culvert crossing areas is the State's obligation on equipment rental projects to provide safety for the travelling public.

This SFO is to cover the period the contractor is absent from the project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,066,131.56	
Present estimate of project cost, including $750.00 for work under this order	$1,047,362.81	
Expected under-run (amount)	$18,768.75	
Expected under-run (per cent)	1.76	

Submitted by: /s/ E. J. Dunn
E. J. Dunn, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

State Printing

RECEIVED
OCT 27 1966

FLH-1(5)

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 24, 1966

In reply refer to: 08-35.DB-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project FLH-1(5)
Harney County Line-Hogback Summit Section
Lakeview-Burns Highway
State Force Order No. 3

Reference is made to Mr. Young's letter of October 19, 1966 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $3,145.00 with Federal participation of $1,887.00.

Enclosure

I CONCUR B. M. French, Regional Engr.

BY: _____
B. J. McClarty, Ass't. Reg. Engr.

CC: Region w/attach.
2 copies State's October 19, 1966 letter
2 letters of approval dated 10/19/66
1 copy of State Force Order No. 3

DATE: _____

Young w/encl. 10-26-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-100—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date G-9 By MB Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 3

Project Name Harney County Line-Hogback Summit Date September 29, 1966

Highway Lakeview-Burns Contract No. 6861 F. A. Project No. FIH-1(5)

County Lake Prefix 19-1044 Account No. 278 - 03

Description of Work To Be Done:

Place permanent striping on project

Location by Station Numbers:

1475+44 (MP 62.0) - 2795+44 (MP 37.0) (thru-out project)

Estimate of Quantities and Costs:

White Intermittent	4" Width = 25 Miles @	$29.00/mile =	$ 725.00
White Solid (Shoulders)	3" Width = 50 Miles @	46.00/mile =	2,300.00
Yellow Solid	4" Width = 2 Miles @	60.00/mile =	120.00
		Total	$3,145.00

Explanation:

Illuminate project upon completion to provide safety for the travelling public.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,066,131.56
Present estimate of project cost, including $3,145.00 for work under this order	$1,050,767.81
Expected under-run (amount)	$ 15,363.75
Expected under-run (per cent)	1.44

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Dunn
E. J. Dunn, Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUN 30 1966

FOR FILING

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FLH-1(5) KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : ~~Mr. Forrest Cooper~~, State Highway Engineer
Salem, Oregon

DATE: June 27, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project FLH-1(5)
Harney County Line - Hogback Summit
Grading and Paving

As requested in Mr. Young's letter of June 21, 1966, advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 16, 1966, in the award of contract No. 6861 to Babler Bros. Inc., of Portland, Oregon, low bidder in the amount of $912,672.50 at the June 9, 1966, bid opening.

REFERRED TO
[signature]
STATE HWY. ENGR
6-30-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 22 1966
FOR FILING

F&H-1(5)

6861

June 21, 1966

A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 10, 1966 is requested in the award of contract for the Harney County Line - Hogback Summit Section, Project No. F1H-1(5).

The contractor receiving the award is Babler Bros. Inc. of Portland in the amount of $912,672.50 with the Contract No. 6861 assigned. This bid was received on June 9, 1966 and awarded June 16, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R N Chase

for L. H. Young
Office Engineer

DAR:kc

RECEIVED
JUN 20 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

FLH-1(5)
6861

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEN 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 17, 1966

Tapline Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 16, 1966 awarded to you State Highway Contract No. 6861 for the following project:

Grading and paving on the Harney County line-Hayback section of the Lakeview-Burns Highway, southwesterly of Burns, in Lake County.

This award was based on your bid of $912,673.30 which was submitted to the Commission on June 9, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: P. D. Morgan
L. M. Young
C. D. Matthis (SLC)

RECEIVED
MAY 31 1966

FLH-1(5)

Form CD-121 (11-63) (Pres. by W.C. 801-10)

UNITED STATES GOVERNMENT

Memorandum

6861

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1966

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project FLH-1(5)
Harney County Line-Hogback Summit Section
Grading and paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's May 10, 1966 reports.

You are authorized to proceed with contractor's flagging included in your estimate for $400.00.

Mr. Young's May 16, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Clearance by the Game Commission and nonconcurrence by other appropriate public recreational or historical resources authorities have not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

REFERRED TO
By Asst. State Hwy. Engr.
5-31-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 13 1966
FHWA-Eugene

FLH-1(5)

6861

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

May 13, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of May 10, 1966 which enclosed the plan title sheet for:

Harney County Line-Hogback Summit Section, Lakeview-Burns Highway, Lake County.

There will be no conflict with wildlife resources as a result of this project, and the plans are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
MAY 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

ROK/dm

5-16-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
J. F. Putnam (2)

fp

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peters
Morelock
Trout
Scott
Wills
Litchfield
Olsen
RECEIVED
MAY 13 1966
CONSTRUCTION
DIVISION

RECEIVED
MAY 20 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Monthly Transaction No. FLH-1(5)

TO : 686j Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 13, 1966

In reply refer to: 08-35.3/710.15

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Public Lands Funds Program

Approved effective this date in accordance with paragraph 8b of PPM 24-1 is the following Stage 2 construction project submitted with Mr. Young's May 5, 1966 letter:

Item	Project	Location	Work
8	FLH-1(5)	Harney County Line - Hogback Summit	Grade, Drain, & Pave

Fiscal year 1967 Public Lands funds were recently allocated by our Washington office in the amount of $400,000 for this project.

The currently proposed project provides for improvement of 24.98 miles at a total estimated cost of $1,200,000 including $400,000 of Federal funds. This approval is given with the understanding that the remainder of the project to be constructed with State funds will be improved to similar standards.

REFERRED TO
By Asst. State Hwy. Engr
5-20-66

RECEIVED
MAY 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 10 1966
FOR FILING
FLH-1(5)
6861

May 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one pro ect, Item 8, Pro ect FLH-1(5), Harney County Line-Hoptack Summit Section, which we desire to have included in the Federal Lands Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-01)

FEDERAL-AID PR

(PPM 21

	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	US 395 Harney Co. Line S.W. 25.0 Mi. 21 65	ADT	200	340 (68) (70)	86 (71)

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
CARD 3	Grade, Drain, High-Type Pave. 28 62	(63) (65)	(66) (69)	(69)	(70)	(71)	(72) (73)	(74) (7

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Federal Lanes	
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AID 405

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	31	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					PE		US 395 Harney Co. Line S.W. 25.0 Mi. (Harney Co. Line-Hogback Summit Section)			
5					ROW					
5					CONST (CODE)			24.98	1,200,000	400,000
							PROJECT TOTALS	24.98	1,200,000	400,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	200	340	86	08	Oregon	35	610	8

(68) (70) (71) (72) (2) (3) (4) (9) (14) (18)

I. Projects Only

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	FLH-	1(4)	13	(24) (26)	27

14 23 7

COUNTY NAME: Lake — CODE: 037 (14) (18)

ROUTE NO. S — FEDERAL-AID: 405 (32) — STATE: 49 (36) (37) — U.S.: 395 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(58) (59) (66)	(67) (76)			Gr., dr., 2-12' lanes high-type pave. with 4' shoulders.
				R.O.W. - Min.; Access Control - None; Parking Restrictions - None.
24.98 1,200,000	400,000	800,000		
24.98 1,200,000	400,000	800,000		

(16) (23) (24) (33)

REMARKS

Additional Data - Original construction under Project No. FLH-1B.

USCOMM DUSCOMM-DC 48905-P61

HARNEY CO. LINE-HOGBACK SUMMIT SECTION

Project No. FLH-1(4)

Existing Facility

Two 10' lanes bituminous wearing surface with 2' shoulders constructed under FLH-1B.

Adjacent Sections

North and South Ends: Two 10' lanes bituminous wearing surface with 2' shoulders.

Project Data

The proposed project consists of grade and drain, two 12' lanes high-type pavement with 4' shoulders on existing alignment. Three vertical curves at Stations 1722, 1857 and 2299 are being revised from 400' to 1100', 300' to 700' and 400' to 600' respectively.

Within the limits of the project there is a section of State School Land, Station 2052+28 to 2109+42, and the road through this section will be improved to the same standard as this project.

Public Hearing, System Action, Railroads, Airports, Water Development - None Involved.

IST-5(2) "A" St. Interch.-15th St. 1966
Sec. of Eugene-Springfield
#6862 Hwy. (Rdside. Imp.)

RECEIVED
JAN 11 1968
FOR FILING
LSF-5(2)
6862

January 11, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6862 awarded to Wildish Construction Co., for roadside improvement on the "Q" Street Interchange-Fifteenth Street Section of the Eugene-Springfield Highway in Lane County was completed on April 17, 1967, and accepted by the Highway Commission on January 10, 1968.

Final payment in the amount of $6,226.75 will be released to the contractor after January 18, 1968. The total contract amount is $68,583.46 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 11 1968
FOR FILING

LSF-5(2)
6862

January 10, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed April 17, 1967 on Contract No. 6862. The contract was with Wildish Construction Company and was for roadside improvement on the "J" Street Interchange-Fifteenth Street Section of the Eugene-Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 10, 1968, and that you concur in this procedure at the Commission meeting on January 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb jes

RECEIVED
JAN 1 - 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

LSF-5(2)
6862

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on December 4, 1967, on Contract No. 6862, "Q" St. Interchange-Fifteenth St. Section, in Lane County, in connection with Federal-Aid Project No. LSF-5(2).

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F.B. KLABOE

Young 1-4-68

Bureau of Public Roads
Oregon Division Office Endorsement Date: January 2, 1968

Conditions noted on above date:

None

JJH:

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
JAN 3 - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Forrest Cooper
L. H. Young

RECEIVED
SEP 18 1967
FOR FILING

LSF-5(2)

6862

August 29, 1967

1188

#6

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission today considered your request for an extension of time on Contract No. 6862 on the "Q" Street Interchange-Fifteenth Street Section of the Eugene-Springfield Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission increased the calendar days by 16.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc L. R. Chandler
Clayton Ansell
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

E-320 (Rev.)—834—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 17, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 174 days, within which to complete our Contract No. 6862, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) The delivery of the plantings were delayed because of their unavailability. Many substitutions had to be made even on confirmed orders.
(2) The delivery of some trees were delayed because of late hardening off and loss of leaves.
(3) Late delivery of the plants caused the project to run into the rainy season. This deteriorated the soil conditions and made successful working and finishing operations in the planting areas impossible.

Respectfully submitted,

Wildish Construction Company
Contractor

By [signature]

CONSENT OF SURETY

Date May 18, 1967

We, United Pacific Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Darwin K. Allison
Attorney-in-fact

[signature]
Darwin K. Allison
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6862 Contractor Wildish Construction Co.

Highway Eugene-Springfield

Section "Q" Street Inter-15th Street

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Late dormancy in the fall of 1966 delayed the contract work and justifies an extension of 17 calendar days. Extra work added to the contract by price agreement justifies an extension of 1 calendar day.

Recommended for Approval:

John Crowner
Asst.
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6862
Project designation	LSF-5(2) State-Federal
Date awarded	6-16-66
Work started	7-15-66
Per cent completed	100% 4-17-67 Date
No. of calendar days Allowed	150
No. of calendar days Used	175
No. of Added Workdays Requested	18

SP*6236-734

FORM E-30 SOM 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1967

SUBJECT: Extension of Time
"Q" St. Interchange-15th St.
Eugene-Springfield Highway
Contract 6862

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a request from Wildish Construction Company for an increase in the number of specified calendar days from 150 to 174. The contractor's request is based on a delay in delivery of planting materials due to their unavailability, a delay in delivery of some trees because of a delayed dormancy period and a delay caused by the necessity of working in the rainy season caused by the late delivery mentioned.

The substitution in plant type to which the contractor refers applies to only two types of plants and the substitution permitted a smaller size of plant. This was of benefit to the contractor and it does not appear that the substitution involved should have prevented him from completing the project on time. As to the alleged unavailability of other plants, our Landscape Engineer does not substantiate this. Article 3-3 requires the contractor to fully inform himself on the character of the work, including sources of supply for materials. No extension is justified.

The contractor's contention that late dormancy of trees caused a delay does have merit. (See attached letter from Landscape Engineer). As early as November 11, 1966, most of the planting areas and holes for laurel and bare root trees were ready. On November 29, word was received from the supplier that delivery of these trees would be delayed due to conditions unfavorable for transplanting. In the fall of 1966 there were no early frosts and as a result, deciduous plants did not enter a stage of dormancy as early as normal. On December 2, all of the bare root trees that were available were planted. On December 3, the specified number of calendar days expired. Between December 12, and December 15, all of the remaining deciduous plants were received. The majority of the bare root stock had been planted by December 20. A shutdown order was issued on December 20, because ground conditions were not favorable to good horticultural practices. At this time, the project was 90% done with most of the remaining work being the preparation and planting of a 1,000 foot area.

The delay between December 3, and December 20, was caused entirely by the late dormancy of the plants involved and represents a condition over which the contractor had no control. An extension for these 17 days is justified.

Additional work was added to the contract by price agreements involving the planting of additional bearberry plants, modification of a pipe outlet, the installation of additional pipe and construction of an AC curb. The work was all done while other work was in progress and represents at least one day's work in the aggregate. An extension of 1 day is justified.

The reasons listed above justify an extension of 18 calendar days.

A stop work order was in effect from December 20, 1966, through April 9, 1967. No liquidated damages were charged for this period.

The project was completed April 17, 1967, at which time 175 calendar days had been charged. We recommend that the calendar days be increased to 168. This will leave 7 penalty days and $525.00 in liquidated damages outstanding.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be justified.

Rough drafts of letters to the Highway Commission and to the Bureau of Public Roads are attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
AUG 25 1967
FOR FILING

LSF-5(2)

6862

August 25, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 6
August 29, 1967 meeting

Gentlemen:

Wildish Construction Company, contractor on the "Q" Street Interchange-15th Street Section of the Eugene-Springfield Highway in Lane County, Contract No. 6862, has requested an increase in the specified calendar days from 150 to 174. The contractor's request is based on a delay in delivery of planting materials due to their unavailability and a delayed dormancy. He also cites the necessity of working in the rainy season because of the late delivery.

The unavailability of the plants specified in the contract is not a justifiable reason for an extension. The specifications require the contractor to inform himself as to sources of supply and reasonable substitutions were allowed. There was a delay in delivery of deciduous trees because of a late dormancy period. This delay was no fault of the contractor and justifies an extension of 17 calendar days for the fall period involved after the specified calendar days had expired. The delay to which the contractor refers as being caused by general weather conditions cannot be considered as a valid reason for an extension. There was some minor additional work added to the contract by price agreement. This work was performed after the specified calendar days had expired. The work was done in conjunction with other contract work and justifies an extension of one calendar day.

I recommend that the calendar days be increased by 15. This will reduce the number of days on which liquidated damages are charged to seven. These seven days at $75 per day represent $525 in liquidated damages outstanding. Approval of the Bureau of Public Roads has been secured.

This matter will be on the agenda for your consideration at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nn fn

RECEIVED
AUG 16 1967

FOR FILES

UNITED STATES GOVERNMENT

Memorandum

LSF-5(2)

TO : Mr. Forrest Cooper, State Highway Engineer
2812 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 11, 1967

In reply refer to: 08-35-DB

SUBJECT: Oregon Project LSF-5(2), "Q" Street Interchange - 15th Street
Eugene - Springfield Highway

By letter of July 5, 1967, Mr. Klaboe advised that the contractor on subject project had requested that his contract time be increased from the specified 150 calendar days to 175. Because of the abnormally late dormancy of trees, as verified by Landscape Engineer Astrup's June 23, 1967 letter, which was beyond the control of the contractor, you were able to support and recommend 17 days extension. Additional work performed under price agreement justified one more additional day.

As requested, we hereby approve an extension of 18 calendar days to a total allowable time of 168 calendar days. Since 175 calendar days have been charged, assessment of liquidated damages for seven calendar days is anticipated. Although not stated in your letter, this project is still in the plant establishment period which will end October 15, 1967 and at which time a final inspection will be necessary.

orig to Bond w/file
copies to Young
Manson
8-16-67

RECEIVED
AUG 1 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 6 - 1967
FOR FILING

July 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Re: Request for Extension of Time "Q" Street Interchange-15th Street, Eugene-Springfield Highway, Project No. LSF-5(2)

Dear Sir:

We have received from Wildish Construction Company, contractor on the subject project, a request for an increase in the specified calendar days from 150 to 174. The contractor's request is based on a delay in delivery of planting materials due to their unavailability, a delay in delivery of some trees because of a delayed dormancy period and a delay caused by the necessity of working in the rainy season caused by the late delivery mentioned.

The substitution in plant type to which the contractor refers applies to only two types of plants and the substitution permitted a smaller size of plant. This was of benefit to the contractor and it does not appear that the substitution involved should have prevented him from completing the project on time. As to the alleged unavailability of other plants, our Landscape Engineer does not substantiate this. Article 3-3 requires the contractor to fully inform himself on the character of the work, including sources of supply for materials. No extension is justified.

The contractor's contention that late dormancy of trees caused a delay does have merit. (See attached letter from Landscape Engineer.) As early as November 11, 1966, most of the planting areas and holes for laurel and bare root trees were ready. On November 29, word was received from the supplier that delivery of these trees would be delayed due to conditions unfavorable for transplanting. In the fall of 1966 there were no early frosts and, as a result, deciduous plants did not enter a stage of dormancy as early as normal. On December 2, all of the bare root trees that were available were planted. On December 3, the specified number of calendar days expired. Between

December 12 and December 15, all of the remaining deciduous plants were received. The majority of the bare root stock had been planted by December 20. A shut down order was issued on December 20 because ground conditions were not favorable to good horticultural practices. At this time, the project was 90 percent done with most of the remaining work being the preparation and planting of a 1,000-foot area. The delay between December 3 and December 20 was caused entirely by the late dormancy of the plants involved and represents a condition over which the contractor had no control. An extension for these 17 days is justified.

Additional work was added to the contract by price agreements involving the planting of additional bearberry plants, modification of a pipe outlet, the installation of additional pipe and construction of an AC curb. The work was all done while other work was in progress and represents at least one day's work in the aggregate. An extension of 1 day is justified.

The reasons listed above justify an extension of 18 calendar days.

A stop work order was in effect from December 20, 1966, through April 9, 1967. No liquidated damages were charged for this period.

The project was completed April 17, 1967, at which time 175 calendar days had been charged. It is our recommendation that the calendar days be increased to 168. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enc.
cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nn srb

FORM E-30 SSH 3-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1967

SUBJECT: Time Extension
"Q" St. Inter.-15th St.
Contract No. 6862

To: Mr. John Bond
Staff Assistant
Construction Division
Building

All of our landscape contractors had difficulty in completing plantings last fall due to abnormal weather conditions. There were no fall frosts that normally defoliate deciduous trees and shrubs. This is a prerequisite to digging. Coupled with this was a lack of moisture which postponed digging, but was followed by heavy rains which impeded planting operations. Thus they were caught between abnormal adverse conditions over which they had no control.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

Routing

Morgan	Pease E
Decker	Morelock
/ Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
JUN 23 1967
CONSTRUCTION
DIVISION

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Q St. Interchange-15th St.		WEEK ENDING: May 20,, 1967
		SECTION PREFIX: 120-0902
HIGHWAY: Eugene-Springfield		COUNTY: Lane
NAME OF JOB: Q St. Interchange- 15th St.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Wildish	CONTRACT NUMBER: 6862	FEDERAL AID PROJECT NUMBER: LSP -5(2)
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: July 15, 1966	ESTIMATED COMPLETION DATE: April 17, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 175
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 117
PROJECT AUTHORIZATION: $ 89,179.65		
EXCLUSIVE OF ENGINEERING: $ 82,937.99	ENGINEERING AUTHORIZATION $ 6,341.66	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 68,927.44	ENGINEERING COST TO DATE $ 6,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 20 %	PERCENT OF AUTHORIZATION 109 %	DATE PROJECT WAS COMPLETED: April 17, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT 2.1	pipe	curbs	plants	topsoil	sidewalk
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,564	100	all	5,630	880
TOTAL QUANTITIES CORRECTED TO DATE	2,387	88		4,666	786
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,387	88	100%	4,666	786
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Project Complete April 17, 1967
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	**Project Completed April 17, 1967**
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted to Division Engineer May 19, 1967

SIGNED C.K. Cassell LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM S-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Holix
LSF-5(2)
6862

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

STATE COPY

April 20, 1967

Mr. A. W. Parsons
Division Engineer
Federal-Aid Highway Admin.
477 Cottage St., N.E.
Salem, Oregon 97301

NOTED
F. B. KLABOE

Dear Sir:

This is to advise you that work was completed on April 17, 1967, on Contract No. 6862, "Q" St. Interchange-Fifteenth St. Section, in Lane County, in connection with Federal-Aid Project No. LSF-5(2).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date: 5-2-67

Conditions noted on above date:

None, however project subject to specified establishment period.

JJH JSH

A. W. Parsons
Division Engineer

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

to: Forrest Cooper
Vince Gallagher

5-8-67

REFERRED TO
Young - Morgan
Div. Engr. Salem Hwy. Engr.

By: G. R. Brooks
G. R. Brooks
District Engineer

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-16		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
4 ff (.X (.3	(PPM 21-7)	Lane
	7-11-66	PROJECT NO. LSF-5(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

"Q" St. Interchange - 15th St. Section, Eugene-Springfield Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-66	0.00
OTHER (Specify)		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 87,197	$ 87,197.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabon

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

Oregon State Highway Department

Federal Aid
Project No. LSF-5(2)

"Q" St. Interchange - 15th St. Section

of the Eugene-Springfield Highway in Lane County

Project Agreement Estimate.

Salem, Oregon, June 17, 1966.

Type Code Y003
Roadside Improvement (Sta. 143+00 to Sta. 254+00)(Contract 6862)

Trench Excavation	930 cu.yds.	3.00	2,790.00
Special Backfill in Drains	150 cu.yds.	5.00	750.00
Furnishing and Placing Topsoil	5,630 cu.yds.	2.50	14,075.00
Grader	24 hours	25.00	600.00
12-inch Storm Sewer Pipe	290 lin.ft.	3.50	1,015.00
15-inch Storm Sewer Pipe	2,200 lin.ft.	3.75	8,250.00
24-inch Storm Sewer Pipe	54 lin.ft.	6.00	324.00
18-inch Culvert Pipe	20 lin.ft.	5.75	115.00
6-inch Drain Pipe	550 lin.ft.	3.00	1,650.00
Concrete Inlets, Type G-1	10 only	110.00	1,100.00
Concrete Inlets, Type G-2M	8 only	130.00	1,040.00
Concrete Curbs	100 cu.yds.	55.00	5,500.00
A.C. Concrete Walks	880 sq.yds.	5.00	4,400.00
Roadside Seeding and Mulching	2 acre	4,000.00	8,000.00
Furnishing and Planting Trees	330 only	8.00	2,640.00
Furnishing and Planting Shrubs	4,250 only	3.00	12,750.00
Furnishing and Planting Vines	17,520 only	0.34	5,956.80
Grass Seed	60 lbs.	1.00	60.00
Inorganic Fertilizer, 10-16-8	35 cwt.	5.50	192.50
Organic Fertilizer, 5-3-2	50 cwt.	6.25	312.50
Manure Fertilizer	100 cu.yds.	5.50	550.00
Mulch	5 acres	1,400.00	7,000.00
			$ 79,070.80
Flagging (57½% of Contractor's Cost)	All Required		200.00
	Subtotal		$ 79,270.80
	10% Engr. & Cont.		7,926.20
	Total		$ 87,197.00

Length of Project 0.00 Miles.

Federal Funds . . . . . $ 87,197.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Federal-Aid
Project No. LSF-5(2)

Oregon State Highway Department

"Q" ST. INTERCHANGE-15TH ST. SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

P.S. & E. Estimate.

Salem, Oregon, May 12, 1966

Type Code 1003
Roadside Improvement (Sta. 143+00 to Sta. 254+00)

Trench Excavation	930 cu.yd.	$ 3.50	$ 3,255.00
Special Backfill in Drains	150 cu.yd.	6.00	900.00
Furnishing and Placing Topsoil	5,630 cu.yd.	3.25	18,297.50
Grader	24 hour	20.00	480.00
12-inch Storm Sewer Pipe	290 lin.ft.	3.00	870.00
15-inch Storm Sewer Pipe	2,200 lin.ft.	3.75	8,250.00
24-inch Storm Sewer Pipe	54 lin.ft.	7.00	378.00
18-inch Culvert Pipe	20 lin.ft.	8.00	160.00
6-inch Drain Pipe	550 lin.ft.	2.00	1,100.00
Concrete Inlets, Type G-1	10 only	110.00	1,100.00
Concrete Inlets, Type G-2M	8 only	165.00	1,320.00
Concrete Curbs	100 cu.yd.	40.00	4,000.00
A.C. Concrete Walks	880 sq.yd.	2.50	2,200.00
Roadside Seeding and Mulching	2 acre	450.00	900.00
Furnishing and Planting Trees	330 only	12.00	3,960.00
Furnishing and Planting Shrubs	4,250 only	4.00	17,000.00
Furnishing and Planting Vines	17,520 only	0.45	7,884.00
Grass Seed	60 lb.	0.80	48.00
Inorganic Fertilizer, 10-16-8	35 cwt.	7.00	245.00
Organic Fertilizer, 5-3-2	50 cwt.	7.00	350.00
Manure Fertilizer	100 cu.yd.	7.00	700.00
Mulch	5 acre	800.00	4,000.00
			$77,397.50
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
	Subtotal		$77,597.50
	10% Engr. & Cont.		7,759.50
	Total		$85,357.00

Length of Project - - - - - - - 0.00 Miles

Federal Funds - $85,357.00

RECEIVED
JUN 30 1966
FOR FILING

LSF-5(2)
KLABOE

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

6862

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

DATE: June 27, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project LSF - 5(2)
"Q" Street Interchange - 15th - Street
Landscaping

As requested in Mr. Young's letter of June 21, 1966, advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 16, 1966, in the award of contract No. 6862 to Wildish Construction Co. of Eugene, Oregon, low bidder in the amount of $79,070.80 at the June 9, 1966, bid opening.

REFERRED TO
Young
ASST. STATE HWY. ENGR
6-30-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 20 1966
FOR FILING

COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

LSF-5(2)

6862

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 17, 1966

Wiloish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on June 16, 1966 awarded to you State Highway Contract No. 6862 for the following project:

Roadside improvement on the "Q" Street Interchange-Fifteenth Street section of the Eugene-Springfield Highway in Springfield, Lane County.

This award was based on your bid of $79,070.80 which was submitted to the Commission on June 9, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: F. D. Morgan
L. M. Young
C. D. Mathis (3 C)
Mark Astrup

RECEIVED
JUN 1 - 1966
FOR FILING

LSF-5(2)

6862

June 1, 1966

C.9. 6-2-66
4A

Oregon State Highway Commission

Gentlemen:

Your approval is requested to add to the existing approved landscape program a project between the "Y" Street Interchange and 15th Street in Springfield on the Eugene-Springfield Highway.

The project consists of providing a screen planting on the south side of the highway between these limits in order to afford the motorist a more desirable view than now exists.

The estimated cost of the project is $87,297.19, and we desire to take bids at the June 9 letting. This is a 100 percent federal-financed project.

The matter will be on the agenda for the June 2 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
Mark Astrup
L. R. Chandler

FBK:srb bg

RECEIVED
MAY 25 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

LSF-5(2)

TO 6862 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 18, 1966

In reply refer to: 08-35.EC/710.18

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Landscape and Scenic Enhancement Funds Program

Mr. Young's May 13, 1966 letter submitted one additional item for inclusion in the landscaping portion of the subject program. This Stage 2 project is as follows:

Item	Project	Location	Work
23	LSF-5(2)	"Q" St. - 15th St. (Springfield)	Landscape

Approval of this project is granted this date; authorization to proceed with this work is granted simultaneously by separate memorandum.

This action reduces your unobligated balance of these "LS" funds to $27,816.00 according to our records of this date.

RECEIVED
MAY 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
5-23-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 1 - 1966

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

LSF 5(2)

klabon

6862

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 18, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project LSF-5(2)
"Q" St. Interchange - 15th St. Section
Landscaping

P. S. & E. documents for the subject project have been reviewed and are hereby approved simultaneously with the program approval by separate memorandum. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's May 10, 1966 reports.

You are authorized to proceed with the contractor's flagging included in your estimate for $200.00.

Mr. Young's May 16, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Clearance by the Game Commission has not been received. Prior to bid opening date you should furnish this office with any clearance received or withdraw the project from the letting.

Attachment

orig & young w/encl.
copies & Oakes
Litchfield
ashkey
5-31-66

T. R. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

YSF-5(2)

6162

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

May 18, 1966

Routing

Morgan
Docker
Bond
Barbee
Walker
Olson
Swan

Peace
Morelock
Trout
Scott
Will
Litchfield
Olson

RECEIVED
MAY 20 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. P. D. Morgan

Dear Sir:

This is in reply to your letters of April 20, 1966, and May 16, 1966 which had reference to construction on the following projects:

1. Smith River Bridge No. 9532
2. Gardiner Hill Overcrossing No. 9533
3. Jack Franz Cr. Br. No. 9534
4. "G" St. Interchange-Fifteenth Street Section, Eugene-Springfield Highway, Lane County.

We have no objection from a wildlife standpoint to the above construction, and the projects are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/aa

cc: Director OFC
5-19-66 Copies to:
F. D. Klaboe
L. M. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (8)

fp

RECEIVED
MAY 17 1966
FOR FILING

LSF-5(2)

6862

May 13, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting in accordance with PM 21-11-65 Program and P.S.& E. documents for the following landscaping and scenic enhancement project for your simultaneous approval.

G St. Interchange-15th St. (Springfield)

Project No. LSF-5(2)

1. PR-1 form for Landscaping

2. Project estimate, plans and specifications

We intend to receive bids for this project at the June 9, 1966 bid opening. Necessary status reports and certifications will be included in our normal letter requesting authorization to advertise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R M Blank
for L. H. Young
Office Engineer

DAR:lt
Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
2.1 Mi. (65)	ADT	9,200	24,500 (66)(70)	86 (71)(72)	08	Oregon	35 (2)(3)	666 (4)(9)	23 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72)(73)	(74)(75)	LSF- (14-23)	5(2) (7-13)		(24)(26)	27

cement

COUNTY NAME: Lane — CODE: 039 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 5 (Alt.) (32) — STATE: 227 (36)(37) — U.S. (41)

MILES (54)(58)	TOTAL ESTIMATED COST (59-66)	FEDERAL FUNDS (67-76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Landscaping: Plant trees, shrubs and vines, roadside seeding, topsoil, req. drainage and AC curbs with apron.
2.1	85,357	85,357			ROW-200' Normal; Access Control-Full; Parking Restrictions-Complete.
2.1	85,357	85,357			

(16) (23)(24) (33)

REMARKS

For 37 B: on R/W - 1, Zone - N, ROW - F.

Additional Data: Item 433, Project F-330(3); Item 396, Project F-330(1); Item 657, Project S-145(7)

USCOMM DUSCOMM-DC 48905-P61

"Q" STREET INTERCHANGE-15TH ST. (SPRINGFIED) SECTION

PROJECT LSF-5(2)

Project Data:

The proposed project consists of planting trees, shrubs and vines, roadside seeding and mulching, furnishing required topsoil, drainage installation and revisions as required and construction of an AC curb and apron on the south side of the highway, Sta. 225 to 254, along the right-of-way line to contain the topsoil required for the plantings.

The project connects with project I-5-4(45)193 (Roadside Improvement) on the west end.

21-1130 N.P. 1.9 Slide Sec. of Corvallis-
Newport Hwy. W. of Toledo (Trail.
6863 & Fav.) 1966

OCT 1 - 1968

21-1130

6863

October 4, 1968

Fordham and Fordham
Certified Public Accountants
233 S. E. Second Street
Hillsboro, Oregon 97123

Attention: Mr. Lester L. Fordham

Gentlemen:

Your letter of October 3 tells us that the voucher for final payment and the voucher for a post-final payment on Contract No. 6863 have been lost.

A copy of this letter is being sent to our Accounting Division requesting that copies of these vouchers be forwarded directly to White Bros. Construction Co., Inc.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc White Bros. Constr. Co., Inc.
P. O. Box 663
Walla Walla, Washington

C. H. Maison
Attn: Arnold Kahler

RECEIVED
SEP 23 1968

21-1130
6863

September 20, 1968

Rock & Sand, Inc.
6518 Ravenna Ave. N.E.
Seattle, Washington 98115

Attention: Mr. Nick Romano

Gentlemen:

In reply to your letter dated September 16, 1968, the final claims settlement on Contract No. 6863 did not involve any change in Bid Item No. 002, Rock Embankment in Place.

The final pay quantity on Bid Item 002 is 20,199.1 cu. yds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:ia

cc: F. B. Klaboe
F. D. Morgan

ROCK & SAND Inc.

LA·2-2161

6518 Ravenna Ave. N.E.
Seattle, Washington 98115

REFERRED TO
Office Engr
SECRETARY

September 16, 1968

Oregon State Highway Department
Salem Oregon

Re: Corvallis - Newport MP 1.9 Slide Correction

Gentlemen:

We understand that White Brothers Construction Company, Inc. settled with the Highway Commission on July 25, 1968 on the quantities on Item 002 Rock Embankment in place. Will you please send us the final quantity on this item, as we feel that we have not been paid in full.

Very truly yours,

ROCK & SAND INC.

Nick Romano

NR/cb

RECEIVED
SEP 17 1968
OFFICE ENGINEERING
DIVISION

Vince

RECEIVED
SEP 17 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 12 1968
FOR FILING

21-1130
6863

July 12, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $5,288.85 will be made to White Bros. Construction Company, Inc., on Contract No. 6863 for grading and paving on MP 1.9 Slide Correction Section of the Corvallis-Newport Highway in Lincoln County, as soon as the warrant is prepared.

The total amount paid on this contract will be $82,296.98, including the post-final payment. Of the total, $6,665.80 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: White Bros. Construction Company, Inc.
P. O. Box 683
Walla Walla, Washington

C. H. Maison
Attn: John Herr

RECEIVED
JUN 18 1968
FOR FILE

21-11,30
6863

June 17, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract 6863, the M.P. 1.9 Slide Correction grading and paving project in Lincoln County, is anticipated. White Brothers Construction Company, Inc. of Walla Walla, Washington, was the contractor.

This is a State project for which the original authorization was $80,654.62. The present anticipated cost is $90,323.04, indicating an overrun of $9,668.42 or 11.99 percent.

The major reasons for this overrun are work required by additional slide activity during the construction, and an adjustment on embankment foundation excavation haul. Shortly after the contract work began, new slide activity developed requiring nearly $8,000 in detour maintenance and traffic control features to protect the traveling public while the corrective work was performed. Additional compensation amounting to more than $5,000 for hauling embankment foundation excavation to a designated waste area was authorized by the Claims Review Board in November 1967, and the contractor has only recently indicated his acceptance as a complete settlement of all claims.

This request for an additional authorization will be presented to you at the July 9 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nn jko

Form E-373 (Rev. 10-66)

21-1130
6463

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project M.P. 1.9 Slide Correction Date June 12, 1968

Highway Corvallis-Newport Contract No. 6863

County Lincoln Kind of Work Grading and Paving Contractor White Bros. Constr. Co., Inc.

	Authorized	Estimated
Contract Amount	$ 70,593.00	$ 69,705.02
Anticipated Items	1,100.00	695.22
Contingency (4½%)	3,226.18	14,249.06
Engineering	5,735.44	6,236.05
Credits		- 562.31
PROJECT COST	$ 80,654.62	$ 90,323.04

NET INCREASE $ 9,668.42 or 11.99%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)

			Expected Amount	Net Change
(U)	EWO No. 1	Flagging (100% State)	$ 3,229.97	
(U)	EWO No. 3	Maintain Detour	2,553.21	
(U)	EWO No. 4	Re-establish perf. drain pipe	462.48	
(U)	SFO No. 1	Additional traffic control signs	2,152.24	$14,249.06
(U)	PA No. 2	Purchase Excess material	562.31	
(U)	PA No. 3	Adjustment on Emb. End. Exc. Haul	5,288.85	

STATE HIGHWAY COMMISSION APPROVED BY
DATE 7-9-68

Principal reasons for overruns (Continue on reverse side): Additional slide activity in area caused need for extra flagging, maintaining detour, and signing. Additional payment for embankment foundation excavation made as an adjustment for hauling it to a designated part of waste area.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by H. H. PATTERSON
Resident Engineer

Noted by _____
for Construction or Bridge Engineer

Confirmed by R. D. ASBURRY
Division Engineer

Noted by _____
Deputy or State Highway Engineer

SP*23760-734

FORM E-30 50M 10-65

JAN 5 - 1971

21-11-50
6711

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1968

SUBJECT: Claims Review Board

To: Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

The Claims Review Board, as established by Mr. Cooper's June 5, 1967 letter, has considered contractor's claims on the following projects:

Contract No. 6863, M.P. 1.9 Slide Correction
White Bros. Construction Company
Approved adjustment on one out of three parts amounting to about one-third of the total claim, after requesting further information from the field. No reply from contractor

Contract No. 6561
Bullards Beach State Park
Donald W. Thompson
Approved adjustment on part of the claim amounting to about one-fourth of it. Accepted

Contract No. 6933
Lewis and Clark and Starvation Creek State Parks
Mid-State Construction Company
Approved adjustment on three small items amounting to less than $100, but the remainder only involved $350 time liquidated damages. No reply as yet

Contract No. 6518
Bear Gulch-Canyon Creek Pass
Roy L. Houck Sons' Corporation
Disposition pending, awaiting presentation by Legal Division before Board.

A meeting is being scheduled for the Board to review a proposed settlement on Winchuck River claim without the presence of the contractor.

prepared for
Bob's use at
ASC Meeting Jan 25

Of the three claims disposed of by the Board, the contractor has accepted the settlement of one of them (Bullards Beach State Park). White Bros. do not respond to our letters asking their intentions.

John A. Bond, Secretary
Claims Review Board

JAB:ss:fw

DIF [illegible] V [illegible] D

FORM [illegible] 1971

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

6463

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 8, 1967

White Brothers Construction Co., Inc.
PO Box 683
Walla Walla, Washington 99362

Re: M. P. 1.9 Slide Correction
Contract No. 6863
Claims Review

NOTED
R. L. PORTER

Gentlemen:

The Claims Review Board has thoroughly considered your claim for additional compensation on this project. The Board has sanctioned an adjustment on Part I which concerned the haul of embankment excavation material to the point of disposal. We have confirmed the 105 hours of Scraper time which you requested and our Cost Analyst computes the fully operated hourly rate to be $50.37 ($5.27 for operator, $.40 for Health, Welfare and Pensions, $.63 for 11.74% payroll taxes and $37.50 for the TS 24 Scraper rental rate. These amount to $43.80 to which 15% allowance was added making a total of $50.37.)

Adjustment on the other two parts of the claim was declined.

Attached is a Price Agreement in the amount of $5,288.85 which would authorize payment in this amount as complete and final settlement of all claims on the project. If you wish to close this matter on this basis please sign the Price Agreement and return five (5) copies to this office for further handling.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:ss
Enclosure

RECEIVED
NOV 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Mr. T. W. White
White Bros. Construction Co., Inc.
Route 2, Box 560
Florence, Oregon

R. L. Porter
F. B. Klaboe
R. D. Asburry
G. E. Rohde - ATTN: Al Johansen

RECEIVED
FORM S-30 50M 10-66
JAN 5 - 1971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 19, 1967

SUBJECT: M. P. 1.9 Slide Correction
Contract No. 6863
Claims Review

To: Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

The members of the Board have considered the additional information included in my October 6 report to Mr. Klaboe and have responded as follows:

Part I - Four (4) members concur in the adjustment in the amount of $5,288.85 as recommended by Mr. Juve. One member (Mr. Edwards) believed this was high and expressed dissatisfaction with the analysis, mentioning that moving dirt 400-500 feet by dozer is slow.

Parts II & III - The vote was unanimous to decline adjustment on both parts.

Regarding the amount of adjustment on Part I, Mr. June has reviewed his figures and emphasizes that the adjustment does not include any time for a cat and can which were used on the project on some 13 days as shown on the tabulation which accompanied his October 2 memo. I suppose this situation raises a question as to the rules we should follow on these matters. I assume that only a majority vote from the Board Members is required to sanction an action. I can see where it could become unwieldy to seek unanimous opinions on all matters.

The Board's findings can now be submitted to the Chief Engineer in accordance with the June 5, 1967 letter establishing this procedure. In the meantime due to the time that has elapsed since our meeting with the contractor, I have directed the attached communication to him in an effort to show that this matter is being considered.

John A. Bond, Secretary
Claims Review Board

JAB:ss
Attachment

NOTED
R. L. PORTER

RECEIVED
OCT 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1967
CONTRACT PLANS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

21-1130
6863

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 19, 1967

White Brothers Construction Company, Inc.
PO Box 683
Walla Walla, Washington 99362

Re: M. P. 1.9 Slide Correction
Contract No. 6863
Claims Review

Gentlemen:

We had hoped to have an answer to you by now regarding the claims on the subject project which you presented to the Claims Review Board on September 11, 1967. It has taken additional time to investigate further some phases of it. A summary of the results of this additional investigation and the recommendations of the Board Members has newbeen submitted to the Chairman of the Board. A response will be forthcoming to you in the near future.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:ss
cc: Mr. T. W. White
White Bros. Construction Co., Inc.
Route 2, Box 560
Florence, Oregon

R. L. Porter
F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
OCT 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 80M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1967

SUBJECT: M. P. 1.9 Slide Correction
Contract No. 6863

To: F. B. Klaboe
Assistant State Highway Engineer
BUILDING

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION

The Claims Review Board considered this subject on September 11 and recognized a basis for adjustment on Part I subject to cost justification, and requested additional information on Parts II and III.

PART I - Attached is an October 2 memo to the files from Cost Analyst Juve setting forth his analysis and opinion that the $5,288.85 requested by the contractor is a just amount.

PARTS II & III - Additional information on these interrelated parts was secured from former Resident Engineer Schwartz by phone this morning. (Mr. Schwartz is now District Maintenance Superintendent at Redmond.) Mr. Schwartz had recently talked to the inspector who was on the project, Mr. Groves, (who is still at Newport).

Mr. Schwartz states that his own recollection of the work was that no additional excavation was performed during the rock embankment placement but that Mr. Groves recalls an occurance which may have been the basis of the contractor's allegations at the Review Board Meeting. As the rock embankment placement progressed, a concentration or "boil" of unsuitable original ground material became apparent in a small zone on the upper or roadway side of the embankm ent area. It was decided to try to disperse this concentration of soupy material, to avoid a soft spot in the embankment in that area, by smearing the material out in either direction across the toe of the excavated face. This was done by dozer and took about one hour's time for which the contractor was paid on a Force Account basis under one of the then existing Extra Work Orders (probably the detour maintenance order). The material was scattered within the previously remeasured excavation zone. Mr. Schwartz says this was so insignificant that he had forgotten about it until it was recalled by Mr. Groves. This is the only excavation type of work done after the remeasure had been taken that can be confirmed at this time. It would take a detailed search of the

copies to Porter
Edwards
Marson
Rohde
10-9-67

October 6, 1967

Force Account billings to try to identify the date and amount of payment that was made but Inspector Groves is sure that about one hour's dozer time was authorized for payment.

I understand you will convey this information to the other members of the Review Board for a decision. The procedure to be used in responding to the contractor should also be determined, that is, whether to submit a price agreement for a specific amount (with a claim release provision), a letter offer, or verbal contact.

John A. Bond, Secretary
Claims Review Board

JAB:ss

RECEIVED
OCT 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 2, 1967

To: MEMO TO THE FILES

SUBJECT: M. P. 1.9 Slide Correction
Contract No. 6863

The contractor states that it was his intent to move all of the slide material with the use of two dozers. The area where he expected to place it was from 4 to 5 hundred feet from the excavation area and it would have been economical to doze this distance. When the disposal area was changed the haul distance (approximately 1000 feet) made this method uneconomical and he had to bring in a TS-24 scraper, in fact, after two weeks of operation he also brought in a tractor scraper.

The two dozers were still required, one to move the material so it could be picked up by the scraper and to act as a push cat, and one on the fill for shaping, so the use of the TS-24 became an added cost about that which was anticipated.

The contractor is asking for costs for the TS-24 for a period of 105 hours. The State inspector's daily progress reports, a summation of which is attached, show that it actually worked on 14 days so the 105 hours is a reasonable figure.

At the time the work was performed the Force Account Rental rate for this scraper, fully operated, was $50.37 which amounts to $5,288.85 for the 105 hours, or an increase of approximately $0.18 per cubic yard of material moved. The contractor's bid price was $0.45 per cubic yard so this would bring the price up to $0.63. The other bids for this item ranged from $0.60 to $2.15. Had he used the price of $0.63 in his original bid he would still have been approximately $8000 below the second bidder.

It is my opinion that this is a just claim.

Maurice M. Juve

M. Juve
Chief Cost Analyst

MJ:ss

M. P. 1.9 Slide Correctic
Corvallis-Newport Highway
Contract No. 6863

Information taken from General Daily Progress Reports

Date	Shift	TS-24	Cat & Can	Hrs.	Activity
7-6-66		X			Moved equip. onto project
7-7	10A-6:30P	X		8	Haul slide mat'l. to waste area
7-9	10-6:30	X		8	" " "
7-11	8 - 4:30	X		8	" " "
7-12	8 - 4:30	X		8	" " "
7-13	7 - 3:30	X		8	" " "
7-14	7 - 3:30	X		8	" " "
7-15	7 - 3:30	X		8	" " "
7-16	7 - 3:30	X		8	" " "
7-18					TS-24 broke down
7-19	7 - 4:30		X	9	Haul Slide mat'l. to waste area
7-20	7 - 4:30	X	X	9	Haul slide mat'l. to waste area
7-21	7 - 4:30	X	X	9	" "
7-22	7 - 4:30	X	X	9	" "
7-25	7 - 4:30	X	X	9	" "
7-26	7 - 4:30		X	9	" "
7-27	8 - 4:30		X	8	" "
7-28	7 - 4:30		X	9	" "
7-29	7 - 4:30		X	9	" "
8-1	7 - 4:30	X	X	9	" "
8-2	7A-4:30P	X	X	9	" "
8-3	7A-9AM		X	2	" "
8-8	7A-3:30P		X	8	Grading waste area
Total		118 Hrs.	108 Hrs.		

21-1130

FORM S.-20X—50M—7-66 SP*23811.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1967

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Attention: Mr. John A. Bond

SUBJECT: Additional Claim
M.P. 1.9 Slide Correction Section
Corvallis-Newport Highway
(White Bros)

We have asked D.M.S. Wendell E. Schwartz to provide additional data before we report on the subject matter. He has been involved in some fire fighting operations recently that has kept him from providing this additional data. He believes that he will now have the time in the near future to make the necessary additional contacts and report.

Since he does not have his report prepared, this letter is to serve as an interim report to you that the matter is still being pursued but it will be at least a week before a final report is made.

RECEIVED
SEP 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

R. D. Asburry
Division Engineer

By Original signed by, Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:am
cc Wendell E. Schwartz
Claudius Groves

Routing
Morgan
Decker
Bond
Barbee
Walker
Swan

RECEIVED

NOTED
F. B. KLABOE

RECEIVED
SEP 15 1967

FOR FILING
21-1130
6863

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1967

To: MEMO TO THE FILE

SUBJECT: Claims Review Board Meeting
M.P. 1.9 Slide Project
Contract 6863

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

The Claims Review Board met at 9:30 am, September 11, 1967, to consider the contractor's claims on the subject project. The Board consisted of:

R. L. Porter
T. Edwards
F. B. Klaboe
C. H. Maison
G. E. Rohde

Present on behalf of the contractor, White Brothers Construction Company, were:

Wilbur Wilson, Attorney
Willard White
O. A. White

Also present were Division Engineer Asburry, A. Johansen of Oregon State Highway Department Legal Division, and the undersigned.

Mr. Asburry cited the three parts of the claim and briefly reviewed the circumstances relating to each:

1. Disposal Area Limits
2. Excavation Measure
3. Rock Embankment Measure

Mr. Wilson then presented the contractor's side of the matter in general as set forth in his May 17, 1967, letter. Mr. O. A. White brought up a new factor relating to Parts 2 and 3. He alleges that the dozers removed slide excavation material from the uphill or highway side of the excavation area after the rock embankment placement had begun and concurrent with it. The contractor alleges that this resulted in excavation that was not measured and rock embankment to fill the excavation

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION

that likewise was not measured. On Part 3, the contractor contends they anticipated only a 10% loss from truck measure when bidding, believing the embankment rock would be placed on a firm foundation.

The Review Board recommended as follows:

> They recognize a basis for adjustment on Part 1 and favor settlement for the extra cost of hauling to the far side of the waste area. Cost Analyst Juve is to determine a reasonable amount. Parts 2 and 3 are inter-related and the Review Board deferred a decision on these pending further advice on the following questions:
>
> Did additional excavation during rock placement take place?
>
> If so, at whose direction?
>
> If at the State's direction, were the volumes measured?

These last three questions were discussed with Mr. Asburry later in the day and he will immediately investigate further and submit a written report.

John A. Bond, Secretary
Claims Review Board

JAB:mm
cc: R. L. Porter
F. B. Klaboe

RECEIVED
SEP 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

White Bros.
CONSTRUCTION CO., INC.
GENERAL CONTRACTORS HOME OFFICE: P. O. BOX 683 WALLA WALLA, WASHINGTON 99362 TELEPHONE 525-6620

21-1130
6863

September 7, 1967

REPLIES TO _____

State of Oregon
State Highway Department
Office of the State Highway Engineer
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer

Re: Contract No. 6863
M.P. 1.9, Slide Correction
Corvallis - Newport Highway

Gentlemen:

By your letter to us of June 29, 1967, you advised that if we wished to pursue our claims further, we could appear before your Claims Review Board.

In our reply to you of August 18, 1967, we asked that you advise us of certain details concerning the function, nature, authority and membership of the Board, and also requested that you establish a tentative date for meeting with the Board during the first two full weeks of September.

We have not, to date, received a reply from your office, and would appreciate your response at your early convenience.

Very truly yours,

WHITE BROS. CONSTRUCTION CO., INC.

RECEIVED
SEP 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

By Wilbur K. Wilson
Wilbur K. Wilson
Attorney for White Bros.
Construction Co., Inc.

WKW/nad

We had sent letter - Straightened out by phone JFK

RECEIVED
SEP 11 1967
Commissioners
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

21-1130 9-11
3W
6863

1898

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 28, 1967

Mr. Wilbur K. Wilson, Attorney
White Bros. Construction Company
PO Box 683
Walla Walla, Washington 99362

Re: Contract No. 6863
M.P. 1.9, Slide Correction
Corvallis-Newport Highway

Dear Sir:

In response to your August 18 letter, we have tentatively reserved the time of 9:30 A.M., Monday, September 11 for a meeting with you to consider the claims you have presented previously on this project. This would be at the Conference Room of the State Highway Building in Salem.

The Review Board ordinarily consists of the Deputy State Highway Engineer, two Assistant State Highway Engineers, The Controller and the Chief Counsel. This Review Board procedure gives the contractor the opportunity to be present and present his own arguments informally to a top level administrative body.

The decisions of the Board are not binding on the contractor and are subject to review by the State Highway Engineer. We feel this procedure makes use of the experience and thinking of a select group somewhat removed from the day to day field administration of the contract.

Please advise if you wish to confirm the meeting time suggested above.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

NOTED
F. B. KLABOE

JAB:ss

cc: F. B. Klaboe
V. D. Wolfe
R. D. Asburry - Suggest you review the June 5, 1967, letter regarding review board. I have not checked with Resident Engineer Schwartz and will leave that to you.

NOTED
F. B. KLABOE

RECEIVED
AUG 2 1967
OFFICE OF
STATE HIGHWAY ENGR.

8-29-67
REFERRED TO
Porter - Eder - Robb - Mason
BY ASST. STATE HWY. ENGR.

White Bros.
CONSTRUCTION CO., INC.
GENERAL CONTRACTORS HOME OFFICE: P. O. BOX 683 WALLA WALLA, WASHINGTON 99362 TELEPHONE 525-6620

August 18, 1967

REPLIES TO

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peare
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 22 1967
CONSTRUCTION DIVISION

State of Oregon
State Highway Department
Office of the State Highway Engineer
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer

Re: Contract No. 6863
M.P. 1.9, Slide Correction
Corvallis - Newport Highway

Gentlemen:

By your letter to us of June 29, 1967, you replied to our May 12, 1967, letter submitting three claims for additional compensation on the above-referenced contract. You denied in their entirety two of our three claims. The third claim involved a question of accuracy of measurement for payment of the contract item for unclassified embankment foundation excavation. It, also, was effectively denied.

You advise that if we wish to pursue these claims further, we may appear before your "Claims Review Board" to (1) present our arguments informally and (2) answer any pertinent questions which members of the Board might ask.

We are not familiar with the function, nature, authority or membership of this Board. We find no reference to it in the contract or specifications. We should like to know these particulars before formally agreeing to submit these items to such a body. However, in the interest of moving the matter along with a minimum of delay, we request that your office set a tentative date for such a proceeding any weekday during the first two full weeks of

September 1967. We stress the tentative nature of the matter, as we would like to see your reply to the above particulars before committing ourselves formally to such a proceeding.

Very truly yours,

WHITE BROS. CONSTRUCTION CO., INC.

By Wilbur K. Wilson
Wilbur K. Wilson
Attorney for White Bros.
Construction Co., Inc.

WKW/nad

RECEIVED
AUG 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 - 1967
FOR FILING
21-1130
6863

June 29, 1967

White Brothers Construction
Company, Inc.
Post Office Box 683
Walla Walla, Washington 99362

Attention Mr. T. W. White

Gentlemen:

Re: Contract No. 6863, M.P. 1.9
Slide Correction, Corvallis-
Newport Highway

We have carefully considered the three claims for additional compensation which you presented under date of May 12. You made no specific demand on Claim No. 2 and requested that the State made an estimate of an additional quantity allegedly not reflected in the cross-section areas and computations already made. We do not agree that any adjustment is due on this item and believe that the cross-sections were carried to undisturbed ground beyond the limits of the excavation area and that the volume derived correctly represents and measures the excavation that was done.

After a thorough review of the plans and specifications applicable to the other two claims, we respectfully deny them in their entirety. If you wish to pursue these matters further, you may appear before our Claims Review Board to present your arguments informally. You would also be expected to answer any pertinent questions which members of the Board might ask. If you wish to proceed in that direction, you should submit a written request to the undersigned and suggest a time convenient to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
G. E. Rohde (Att: Alan Johansen)
C. H. Maison
R. D. Asburry

JAB:ss srb

White Bros.
CONSTRUCTION CO., INC.
GENERAL CONTRACTORS HOME OFFICE: P. O. BOX 683 WALLA WALLA, WASHINGTON 99362 TELEPHONE 525-6620

RECEIVED
21 11 3 2
6863

REPLIES TO Rt. 2 Box 560
Florence, Oregon

June 22, 1967

Mr. G. A. Lewis
1190 Candlewood Drive N. E.
Salem, Oregon

Dear Sir;

This is to acknowledge your claim letter of June 3, 1967 written to Mr. Floyd Query of the State Highway Commission in the amount of $1,250.00.

This was on contract #6863 M.P. 1.9 Slide Correction section of the Corvallis-Newport Highway.

Our Company had a trucking agreement with G. A. Lewis Trucking Co. on the contract for item two (2) Rock Embankment in place, we were to pay the truckers wages, taxes, health & welfare, pension then deduct these payments from $0.80 CY per State measure on the amounts hauled by these truckers, this we have done to all truckers that were involved in this contract.

The truckers that worked for G. A. Lewis Trucking Co. now have put in a claim amounting to $1,870.16 against our Company and this claim is for truck measurement quantities hauled by them and not State measurement quantities.

Our agreement with G. A. Lewis Trucking Co. was payment on State measurement and the amount owing by our Company is $1,196.23 per this agreement.

We intend to pay this sum of $1,196.23 when all claims have been resolved against our Company from the truckers involved.

This matter as above stated has been previously discussed with you on two different occasion.

When you bring in signed releases from these truckers on there claim against our bond we will on that date pay you your balance of $1,196.23, as you can see from the figures should the claim be paid to these truckers you would owe money to our Company.

Very truly yours

T. W. White

T. W. White / Sec. & Treas.

NOTED
FLOYD QUERY

RECEIVED
JUN 26 1967
OREGON
STATE HIGHWAY COMMISSION

cc

cc: State Highway Dept. (2)
J. T. Browne (1)
File (1)

NOTED
C. W. HEAD

RECEIVED
JUN 27 1967
FORM E-30 SOM 10-66
FOR FILING

6863

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1967

To: Mr. F. B. Klaboe
1665 Assistant State Highway Engineer
BUILDING

SUBJECT: Contractor's Claim
M.P. 1.9
Slide Correction
Corvallis-Newport Highway
Contract No. 6883
Assignment No. 1665

Our recommendations on the three-part claim from White Brothers are as follows:

1. Disposal Area Limits - This is the most valid claim of the three. Attorney Johansen has reviewed the contractor's presentation (a copy of his letter of May 19 to us is attached). He comments that the contractor advances a persuasive argument. Our Section 3-3, which requires the contractor to make a careful examination of the plans, specifications and site of the work does not go so far as to require a contact with the Resident Engineer at the time of bidding. The fact is our plans depicted a disposal area, part of which we did not intend to use as such. Much better procedure on our part would have been to release a supplemental notice to bidders to make the plans agree with our intent. The Division Engineer has also reviewed the claim and still recommends against adjustment on this item and presents a rational argument in support of his opinion. It is interesting to note the comparison of bids on the embankment foundation excavation item:

White Brothers - 45¢
Second bidder - 60¢
Third Bidder - 80¢
Engineer's estimate - $1.25

One can question whether these bids were all made with the same plan intent in mind. The contractor's claim of $5,678.03 equals 19.8¢ per cubic yard additional which would not bring the total price out of line. I recommend that adjustment be made on this claim subject to the contractor presenting a force account type of documentation of his costs that can be substantiated. If you wish we will prepare a letter to the contractor requesting this.

copy to Bond
6-27-67

w/note: Deny all claims. If contractor wants to take to Claim Review Board, set one up.

FBK

2. Embankment Foundation Excavation Quantity Adjustment - We believe the cross-sections which were the basis of quantity measurement were carried to sufficient width so as to reflect all the material which was excavated, ~~into~~. In other words, they extended to undisturbed ground and even if some material moved into the excavated zone at a lower level it left a void at a higher level which was measured. After our claim meeting with the contractor you expressed a desire to see the cross sections. A copy of them is attached. Johansen raises the question as to whether this situation would qualify as a slide in accordance with Section 102-3.16 and thereby be eligible for performance on an extra work basis. The very fact that this was a slide correction project and is so-named would tend to refute this. Some slope adjustment should be expected in this type of work and would be inherant in it. We believe the material actually excavated was measured and paid for and recommend against adjustment of this item.

3. Rock Embankment Measure - Johansen comments that this appears to be the weakest of the claims and cites 3 reasons substantiating his opinion. The plan typical section does not use the words "firm" or "stable material". It merely depicts a slip plane. Here again the very fact that this is slide correction work should warn bidders that it is likely to be of a different nature than the usual road bed cut. We recommend this item be denied.

Very truly yours,

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Staff Assistant

JAB:ss
Encl.

RECEIVED
JUN 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
BENJAMIN G. RIDLEY, MEMBER
WOODBURN
DAVID B. SIMPSON, MEMBER
PORTLAND

#300

RECEIVED
JUN 7 1967

FILED
JUN - 6 1967
CLAY MYERS
SECRETARY OF STATE

21-1120

6862

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 6 4 41 PM '67
CLAY MYERS
SECRETARY OF STATE

June 6, 1967

Mr. G. A. Lewis
1190 Candlewood Drive N.E.
Salem, Oregon

Dear Mr. Lewis:

This is to acknowledge receipt of your letter of June 3 stating that E. A. White Company owes you for trucking in the amount of $1,250.00 (cross section measurement) or $2,606.60 (truck measure).

This appears to be in reference to the White Brothers Construction Company, Inc., Contract No. 6863 for grading and paving on the M. P. 1.9 Slide Correction Section of the Corvallis-Newport Highway in Lincoln County.

The General Insurance Company of America through Mansfield and Company, 2828 S. W. Corbett Street, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise us when your claim has been paid.

Very truly yours,

NOTED ON CARD

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Company of America
Mansfield and Company
White Bros. Construction Co., Inc.
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
JUN 6 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

June 3, 1967

G.A. Lewis
1190 Candlewood Dr. N.E.
Salem, Oregon

Floyd Query
Secretary Highway Commission
State Highway Bldg.
Salem, Oregon

RE: Newport Slide Correction Project
Contractor: E.A. White Co.

Dear Sir:

Regarding the above project we to date have the amount of $1,250.00 due us for trucking. This amount is for money due us according to State of Oregon cross section measurement only and not truck measure. If contract is paid according to truck measure the amount due us is $2,606.60.

Respectfully,

G.A. Lewis

G.A. Lewis

NOTED
FLOYD QUERY

RECEIVED
JUN 5 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 5 - 1967
FOR FILING

21-11-F0
6863

June 5, 1967

White Brothers Construction
Company, Inc.
P. O. Box 683
Walla Walla, Washington

Gentlemen:

A letter from Representative W. Stan Ouderkirk concerning a claim by Newport Sand, Gravel and Construction Company on Contract No. 6863 has been referred to this office.

Our records show that the claim was filed with us on November 28, 1966, in the amount of $593.15 for hauling and materials. On January 23, 1967, we received a letter from Newport Sand, Gravel and Construction Company stating that they had received $104.80 as a partial payment.

Can you let us know as to when a settlement of this claim is anticipated?

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:go

cc: General Insurance Company
of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon 97204

Honorable W. Stan Ouderkirk
Representative
233 Southeast Penter Lane
Newport, Oregon 97365

Home Address
W. (STAN) OUDERKIRK
233 Southeast Penter Lane
Newport, Oregon 97365

STATE OF OREGON
HOUSE OF REPRESENTATIVES
SALEM

COMMITTEES:
CHAIRMAN: NATURAL RESOURCES
MEMBER: RULES
STATE AND FEDERAL AFFAIRS

Copy

May 31, 1967

Mr. James R. Faulstich, Commissioner
Insurance Division
Department of Commerce
Commerce Building
Salem, Oregon

Dear Mr. Faulstich:

The purpose of this letter is to call to your attention the failure of the White Brothers Construction Company to meet their obligations and to request your Department to call this to the attention of their bonding company.

I talked to the Newport Sand, Gravel and Construction Company today, May 31, and they still have not received these moneys.

I would appreciate your assistance in bringing this matter to a close.

Sincerely yours,

W.S.O.

W. (Stan) Ouderkirk
Representative

mn

cc: Mr. Forrest Cooper, State Highway Engineer
Newport Sand, Gravel and Construction Company
White Brothers Construction Company

NOTED
F. B. KLABOE

NOTED
R. L. PORTER

RECEIVED
JUN 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

6-5-67
REFERRED TO
Query - Mason - Young
BY ASST. STATE HWY. ENGR.

Prefix 21-1130

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1967

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: Contractor's Claim
M.P. 1.9
Slide Correction
Corvallis-Newport Highway
Contract No. 6883

Attention: Mr. John A. Bond

The claim as presented by the contractor on the subject project has been carefully analyzed by this office. As this claim is broken into three parts, I will discuss each part individually.

Part I - Disposal Area Claim

I believe that Section 3-3 of our standard specifications has a big bearing on this. This section states as follows:

"It is understood that the contractor, before signing the contract, has made a careful examination of the plans, specifications, and contract; that he has fully informed himself as to the quality and quantity of materials and the character of the work required; and that he has made a careful examination of the location and condition of the work and the sources of supply for materials. The State will in no case be liable for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in admance in regard to all conditions pertaining to the work."

It was always our plan, which I believe well within the provisions of the contract, to handle this contract in the same manner as the prior contract completed in 1964. All the excess materials on the prior contract was loaded and hauled form the point of excavation to the same disposal area which we required the contractor on the subject

JDS
mm

contract to dispose of his excess materials. The method of wasting the excess material on the prior contract should have been apparent to any person who had fully complied with the abovementioned Section 3-3 as the haul road and the spoil pile was very much in evidence: It is true that some additional material was placed in the slide area by State Forces prior to the time the subject contract was advertised. This material was placed there on an emergency basis by State Forces at the time the second slide became active in an endeavor to retain the existing roadway for traffic with the full knowledge that further permanent work would have to be done if the slide movement continued. The contractor contends that it is a prerogative of the contractor rather than the Resident Engineer's prerogative to determine where within the disposal area he can place the excess material. This is contradictory to our standard specification wherein under Article 102-2.1 it states that these types of materials shall be otherwise disposed of as called for in the special provisions or as the engineer may direct which definitely indicates the engineer has control over this disposal. The extension of the disposal area to the East should be warning in itself to the contractor that this area was planned as disposal area. If it was not, why was it acquired? Here again Section 3-3 of the Standard Specifications is quite relevent. The Special Provisions covering Section 102-2.1 does not mention the prerogative of the engineer to direct this disposal, consequently this Section of the Special Provisions does not countermand our general provisions in this regard. It is a supplement to indicate this material will not be used for the widening of fills, etc., confining the disposal of the material to the disposal area.

The above does not take into consideration the engineering feature which the engineer was governed by when he prohibited the contractor from placing the materials where he desired. The area was a slide area which by a former contract, the one in 1964, we had greatly unloaded in order to stabalize it. The additional of excess materials on it would be very apt to reactivate the slide causing further damage.

No work has been done in this office to reconcile the figures the contractor has placed on this portion of this claim. Should the claim be allowed, further investigation should be made regarding the amount.

Part II - Claim for Quantity Adjustment
Item No. 1 - Embankment Foundation Excavation

The contractor is right in his assumption on this that materials from a higher elevation would move into the excavated area making it necessary for him to remove some materials not within the original cross-section. But, I believe he has no basis for a claim on this as this factor was anticipated by the Resident Engineer with original and remeasured cross-sections taken extending far enough from the work area to cover all materials moved either within the original staked area or outside. This, I believe, you can verify by looking at the plat cross-section which, if my memory serves me right, shows as pay quantities areas which have slumped below the original ground away from the immediate area of excavation work.

Part III - Claim for Quantity Adjustment
Item No. 2 - Rock Embankment in Place

I have nothing further to add on this over and above our previous discussions. From past experience the 80% factor between truck measure and in place measure is a very reasonable one. Would like to compare with you the platted cross-sections against the original typical section to compare the area of loose material the rock was placed on the original plans against the final plan.

R. D. Asburry
Division Engineer

FORM E-30 50M 10-65

Routing

Morgan

Order

Week E

Week

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

MAY 22 1967

Salem, Oregon

May 19, 1967

CONSTRUCTION DIVISION

Other

SUBJECT: Contractor's Claim
Contract No. 6863
M. P. 1.9 Slide Correction
Corvallis-Newport Highway
White Bros. Construction Co., Inc.

To: F. D. Morgan
Construction Engineer

B u i l d i n g

Attention: John Bond

As you requested in our telephone conversation on May 19, we have reviewed the contractor's eight page claim letter on the above project, and set forth briefly our comments thereto.

It is noted that the numbering of claims in the latest letter from the contractor, bearing date of May 12, 1967, is not necessarily the same as that used in Mr. Sollis' memorandum of the meeting of April 19, and we will follow the order used in the contractor's latest letter herein.

I. Disposal Area Claim

The contractor, or whoever wrote the letter for him, advances a persuasive argument on this matter. I am inclined to doubt that, in court, it could be satisfactorily answered.

I fear that our reliance upon the contractor's obligation to make a pre-bid inspection, etc., may be misplaced. Our only experience, as well as decided cases in other jurisdictions, indicates that if the state (or other owner) makes a change or alteration in the plans or specifications, resulting in a loss or additional expense to the contractor, recovery of such losses is not precluded by an argument that the contractor was under a duty to inspect the site prior to bidding, even though such an inspection might have revealed the conditions which necessitated the change.

The problem here is that although our resident engineer apparently advised other bidders that the northwesterly part of the disposal area would not be available, the plans clearly showed the available disposal area as extending clear up to the roadbed and the limits of the slide area. Neither do the Special Provisions reveal that a portion of this area would not be available. Since, apparently, we determined at some time prior to the submission of bids that a part of the indicated disposal area would not be used, we did furnish misleading information to the bidders.

Thus, it is not believed that this is a simple matter of whether or not we can direct the contractor where to put the material within an indicated

disposal area. We indicated one disposal area, which was adjacent to the excavation area, and then changed the limits of that area so as to require him to move the excavated excess material a greater distance at, presumably, greater expense.

We have no way of knowing whether the figures cited by the contractor on this claim are correct, but they appear to be essentially reasonable on their face. The amount is based upon the use of a scraper for 105 hours. It is noted that in the final paragraph on page 4 of the contractor's claim letter, it is asserted that because it was necessary to use their bulldozer as a pusher for loading the scraper, as well as at the dump area, there was no saving of bulldozer expense. Is this essentially correct from a factual standpoint, or was the scraper cost partially offset by some reduction in bulldozer costs?

II. Claim for Quantity Adjustment on Embankment Foundation Excavation

In our telephone conversation on May 19, you indicated that this was something new being brought up by the contractor for the first time. If I read it correctly, it appears to be essentially the same as the claim described under number (3) in Mr. Sollis' memo of April 20. It is noted that the amount, at that time, was on the basis of labor and equipment for 107½ hours, while presently the amount is left open, and the contractor is claiming a quantity adjustment.

However, it appears that in both cases the contention is that our cross-section measurements do not accurately reflect the quantity of material moved, since the adjacent material kept sliding into areas which had just been excavated.

Sheet 1 of the plans indicates that the contractor would be required to excavate essentially down to the slip plane, and on a 1-to-1 slope on either side, in an area with a total width at groundline of some 125 to 130 feet. If our cross-section measurements, for pay purposes, were limited by such a prism, and if, as the contractor suggests, some portions of this prism had to be excavated more than once because material from outside its limits kept sloughing into it, it appears that the contractor has something substantial to argue about. Even though this is designated as a "slide correction" project, I found nothing in the Special Provisions or supplemental standards indicating that Article 102-3.16 of the Standard Specifications is inapplicable. The last cited article provides for payment for "slide removal and repair" on a force account or extra work basis. The additional excavation described by the contractor on pages 5 and 6 of his claim letter, if it occurred in that fashion, appears to be within the definition of slide removal and repair set forth in Article 102-3.16, for which some additional compensation would be in order. If, on the other hand, such sliding or sloughing as occurred during the project was all

of material within the area which we measured and paid for, then of course no additional payment would be called for. Unless we are in a position to prove, fairly conclusively, that this was the case, it appears probable that the contractor would be allowed some recovery on this claim.

III. Claim for Quantity Adjustment on Rock Embankment Material

This appears to be the weakest of the contractor's claims. The contract clearly provides for payment for this material on a measured in place basis, and in the first place we should not deviate to an adjusted truck measure basis without some compelling reason.

In the second place, under Article 102-4.2, in measuring and paying for this material, no allowance is to be made for subsidence, settlement, slippage, etc.

In the third place, the contractor's contention that 90 percent of truck measure should have been paid for, while the measured and paid quantity was about 80 percent of truck measure, indicates that even under the contractor's theory there was no gross or shocking error in determining the quantities. Accordingly, Article 5.1 of the Standard Specifications, providing that the engineer's determination of quantities shall be final and conclusive, appears to apply.

If this matter should come to litigation, I will need some engineering assistance in answering the contractor's contention, on page 6 of his letter, to the effect that the state's design envisioned placing this material on relatively firm, stable material, while in fact a substantial portion of the rock was placed on relatively soft, unstable slide material.

Otherwise, I see little merit to this claim.

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw

cc: R. D. Asburry
G. E. Rohde

White Bros. Construction Co., Inc.
P. O. Box 683
Walla Walla, Washington
May 12, 1967

Routing

Morgan	Poas
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Willis
Glenn	Litchfield
Swan	Olsen

RECEIVED
MAY 13 1967
CONSTRUCTION
DIVISION

State of Oregon
State Highway Department
Office of the State Highway Engineer
Salem, Oregon 97310

Attention: Mr. Fred Klaboe

Re: Contract No. 6863
MP 1.9 Slide Correction
Corvallis - Newport Highway

Gentlemen:

Please refer to the conference in Salem on Wednesday, April 19, 1967, concerning our claims on the above contract, attended by Messrs. Klaboe, Morgan, Asbury, Sollis and Bond on behalf of the Highway Department, and Messrs. White and Wilson on behalf of our firm.

This letter is to formally present our claims to your office for appropriate consideration and action.

I

DISPOSAL AREA CLAIM

When we advised the Resident Engineer of our intent to bulldoze the excess material to the closest portion of the designated disposal area, he directed that we not do so, but instead directed us to move the material to the furthest corner of the disposal area. This necessitated bringing in different equipment (a Euclid TS-24 Scraper).

Our position is that this directive by the Resident Engineer was beyond the scope of our contract

obligations, and that we are entitled to reimbursement for our resulting additional costs. The reasons for our position are as follows:

Para. 102-2.1 of the Special Provisions provides that excess materials "shall be disposed of by the contractor in the disposal area as indicated on the plans." We contend that this provision gave us the option of placing the material anywhere within the indicated limits of the disposal area, as long as we complied with the portion of Sec. 102-2.1 regarding rough grading and placement so as to avoid low area and water pockets.

On the other hand, the Resident Engineer contends that he has the contractual right to direct the specific portion or portions of the disposal area on which the excess material is to be placed. He points out that the reason for his directive was to avoid "overloading" the portion of the disposal area on which excess material had been placed in connection with a previous contract. Accordingly, argues the Resident Engineer, the situation falls within the scope of Sec. 102-3.15 of the Standard Specifications, entitled "Avoidance of Detrimental Operations." The State further cites the third paragraph of Sec. 102-2.1, which provides that "material unsuitable for use in embankment construction and backfilling shall be wasted or otherwise disposed of in such manner as the engineer may direct." Finally, argues the State, we were not present at the pre-bid, jobsite inspection conducted by the Resident Engineer at which time the Resident Engineer states that he verbally told those present that the contractor would not be permitted to place the excavated material on top of the material in the disposal area placed there under the previous contract.

In reply to the State's contention that the Resident Engineer has the option to designate what portion of the indicated disposal area is to be used, we submit that if and when any such restriction is contemplated, especially prior to bidding, such a

fact should be clearly indicated in the specifications and/or on the drawings. Such a restriction or condition is of obvious cost consequence to a bidder, and if a portion of an indicated disposal area is not to be available to the contractor, such a fact is equivalent to a change in the actual disposal area limits. In such a situation, the indicated limits would be a direct misrepresentation of the actual allowable limits. In this case, it would have been very simple for the State to have revised the indicated disposal area limits, or to have included a note regarding the restriction that was in fact imposed, thus avoiding any possible question or misunderstanding.

Sec. 102-2.1, regarding placement of unsuitable material "in such a manner as the engineer may direct," cannot logically override the effect of a clearly designated available disposal area on the plans, coupled with a statement in the Special Provisions that the excess material shall be placed in that disposal area. Here again, if the State had such a restriction in mind prior to the bid, there was ample opportunity, as well as a clear duty, to issue an addendum to that effect, rather than to leave the written invitation in such an affirmatively misleading status.

The fact that such a restriction may have been mentioned verbally during the pre-bid jobsite inspection is of no moment. A matter of such obvious importance, directly and materially affecting the cost of the work, and in contravention of the obvious indication on the drawing, should have been the subject of a written, pre-bid addendum. Whatever the purposes of a pre-bid jobsite visit with the Engineer, it is certainly <u>not</u> to change the contractual rights and obligations of the parties as contained in the written contract, specifications, drawings, and invitation.

Section 102-3.15, Avoidance of Detrimental Operations, concerns a contractor's <u>method</u> of operations. This broadly-worded provision cannot be construed so as to negate a specific right granted

the contractor under some other portion of the contract. The designation of an available disposal area is a matter of design, within the realm and discretion of the State, and if such designation turns out to be undesirable or inadequate, so as to endanger the work or areas adjacent to the work, then the proper remedial measure is an addendum or a change order to avoid such a condition.

Our extra costs resulting from this contract change have been computed on the following basis:

All of the excavated slide material could have been moved by a bulldozer under the procedure contemplated by us at the time of bidding. Under the revised procedure, as directed by the engineer, the distance that the material had to be moved made bulldozing an impractical and uneconomical method of operation. Instead, the change necessitated our bringing on the job equipment for carrying (rather than pushing) the material. We accordingly brought in a Euclid TS-24 scraper which worked on this excavation exclusively for a total of 105 hours. The "bare" force account rate for this equipment is $41.30 per hour, or $4,336.50 for 105 hours. Wages paid the operator, at $5.27 per hour, for 105 hours amounts to $553.35. Payroll taxes, health and welfare contributions, pension, etc. add 11.74% to the labor cost, for an additional $64.96, making a total direct cost of $4,954.81. The authorized allowance of 15% under Standard Specification Sec. 9-8(e) amounts to $723.22, or a total requested reimbursement of $5,678.03.

We consider that we are entitled to this full amount, without deducting an allowance for the costs on the shorter "bulldozer" operation because throughout this operation it was necessary for us to use a bulldozer as a pusher for the TS-24 as well as at the dump area. Thus, there was no saving of bulldozer expense under the State-directed operation, and our requested additional costs are for the entire expense of the TS-24 for the full 105 hours as outlined above.

II

CLAIM FOR QUANTITY ADJUSTMENT ON ITEM NO. 1, EMBANKMENT FOUNDATION EXCAVATION, UNCLASSIFIED

The contract basis of measurement for payment on Item No. 1 was the number of cubic yards actually moved. The quantity was determined by the State by means of cross sections of the excavation area taken before, during, and after the excavation operation.

The problem here centers around the undisputed fact that the material itself was moving throughout the excavation operation. Computation of excavated amounts by conventional methods of cross-sectioning the surface, even though at relatively frequent intervals, is accurate only if the entire mass, in which the excavation is being performed, is moving (presumably on the slip plane) as a cohering, relatively undisturbed unit of material. But this was not the case. By simple observation, there was not only movement on the slip plane, but internal movement within the mass as well. It was, to a substantial extent, a matter of removing material, only to have the excavated volume partially refilled by material moving into that volume from the area immediately adjacent to the just-excavated area. To this extent, the situation was equivalent to excavating at the base of a rapidly moving slide, with each cubic yard excavated being replaced by material moving into the volume formerly occupied by the excavated cubic yard. In an extreme situation (admittedly not present here) one could excavate for a given period of time, only to find that the shape of the surface in that specific area had not changed, resulting in little or no apparent excavation, when measured by conventional cross-section methods. In such a situation, the frequency of taking cross-sections would be of little or no significance.

We therefore believe that we actually excavated substantially more than the quantity shown by the State. It would seem that any adjustment would have to be

on an estimated basis, and since the State, rather than ourselves, performed the cross-section work, we accordingly request that the State make such an estimate and advise us further on this matter.

III

CLAIM FOR QUANTITY ADJUSTMENT ON ITEM NO. 2, ROCK EMBANKMENT IN PLACE

This claim involves the accuracy of the pay quantity of rock embankment hauled from the State-designated quarry in trucks, and placed on the embankment after excavation of the slide material. The quantity computed and allowed by the State is 20,199.1 cu. yds. There was a total of 25,215 cu. yds. hauled according to truck count and truck measure. Thus, the pay quantity, according to the State's figures, is approximately 80% of the truck measure quantity.

Our claim, in essence, is that the 80% factor is not realistic under the circumstances, and that 90% is fair and reasonable.

At the time of bidding, the State's design envisioned placing the material on relatively firm, stable material. This was indicated in at least three ways. First, Para. 102-3.7 of the Special Provisions provides that the unstable material "shall be taken out to its full depth" and to "firm footing." Second, the contract drawing indicates excavation of the slide, on the bottom, to the "slip plane." Third, in his letter of August 1, 1966, to the contractor, the Resident Engineer acknowledges that the original plan was to place the embankment rock on a "solid surface."

However, because of the unexpected continued movement of the slide, a substantial portion of the rock was, instead, placed on the relatively soft, unstable slide material. As a result, an appreciable amount of the rock subsided into the soft slide

material. At the above-mentioned conference in Salem on April 19, 1967, it was specifically stated that no allowance had been made for subsidence because of the language of Sections 102-4.2 and 102-5.1 of the Special Provisions, and Sec. 102-4.2 of the Standard Specifications. Our reply to this is that we assumed the risk of non-payment for rock which might subside into the "firm footing," as contemplated at the time of bidding, but we did not assume the risk of non-payment for rock materials subsiding into the soft, unstable slide material.

The only adjustment to the truck measure figures should be an allowance for consolidation of the material after placement. Paragraph 102-2.3 of the Special Provisions states that the Rock Embankment material was to be quarry run rock, and we contend that a ten (10) percent shrinkage factor between truck measure and in place measure is fair and reasonable, particularly for this quarry run rock.

Consequently, we compute our claim for adjustment on Item No. 2 as follows:

4 loads at 9 c.y.....	36 c.y.
15 loads at 11 c.y.....	165 c.y.
57 loads at 12 c.y.....	684 c.y.
2,433 loads at 10 c.y.....	24,330 c.y.
TOTAL TRUCK MEASURE	25,215 c.y.

Compaction allowance	
10% of 25,215.....	2,521
Claimed pay quantity.....	22,694 c.y.
Allowed to date by State.....	20,199 c.y.
Difference.....	2,495 c.y.
2,495 c.y. at $2.30.....	$ 5,738.50

SUMMARY

A Summary of our claims is as follows:

I	DISPOSAL AREA RESTRICTIONS.....	$ 5,678.03

II QUANTITY ADJUSTMENT FOR ITEM NO. 1,
EMBANKMENT EXCAVATION, UNCLASSIFIED...$_____*

III QUANTITY ADJUSTMENT FOR ITEM NO. 2,
ROCK EMBANKMENT IN PLACE.....$ 5,738.50

SUB* TOTAL AMOUNT CLAIMED.....$11,416.53

* This amount to be established after receipt of State's estimate of quantity.

Very truly yours,

WHITE BROS. CONSTRUCTION CO., INC.

By T. W. White

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 - 1967
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6863

May 5, 1967

Mr. Ralph Ross
403 Division
Klamath Falls, Oregon 97601

Dear Mr. Ross:

Yesterday Representative Carrol Howe's Secretary phoned me concerning the status of your claim against White Bros. Construction Co., Inc., on our Contract No. 6863.

The General Insurance Company of America through Mansfield and Company, 2828 S.W. Corbett Street, Portland, 97201, furnished the bond for this contract. In looking through our correspondence, we note that in addition to the address above which we gave to you November 28 the General Insurance Company also has a Service Office at 209 S.W. 4th Avenue, Portland 4.

Copies of this letter are being sent to both offices of the surety company and to White Bros. Constr. Co., Inc., to advise them that your claim has not been paid.

Final payment has been made to the contractor. We have no means at our disposal to force immediate payment by either the contractor or the bonding company. Many claims are controversial in nature and it is necessary that we maintain a neutral attitude. It might be well for you to write to the bonding company direct.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
cc Hon. Carrol Howe
State Representative

White Bros. Constr. Co., Inc.
General Insurance Co. of America
Mansfield and Company

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APR 26 1967

FORM E-30X—80M—7-66

FOR FILING

SP*23687-734

21-1130

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1967

To: F. D. Morgan
Construction Engineer

B u i l d i n g s

Attention: John Bond

SUBJECT: Contractor's Claim
Slide Correction
M.P. 1.9, Corvallis-Newport Highway
Contract No. 6863
White Bros. Construction Co., Inc.

I have reviewed Mr. Sollis' memo of the meeting on April 19, and have discussed this matter briefly with him. I also examined a memorandum, apparently, prepared by Mr. Asburry on January 11, 1967, the contract involved and the one page plans.

Mr. Sollis advises that the contractor is planning to submit a detailed written claim. At such time as this is done, I would like to have an opportunity to examine same. It would probably also be beneficial, at such time as the contractor's claim is received, to discuss this matter with you. There are some factual matters as to which I presently have some doubts.

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw

cc: F. B. Klaboe
R. D. Asburry
G. E. Rohde
F. C. McKinney
Jack L. Sollis

NOTED
F. B. KLABOE

RECEIVED
APR 21 1967

SP*23687-734

FOR FILING

21-1130

6863

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1967

To: MEMO TO THE FILES

SUBJECT: M.P. 1.9 Slide Correction Project
Corvallis-Newport Highway
Contract No. 6863
Claim Discussion

A meeting was held in the Construction Engineer's office April 19, 1967 with the following people in attendance:

Willard White of White Bros. Construction Co., Inc., prime contractor.

Wilbur Wilson, attorney for the contractor

F.B. Klaboe
F.D. Morgan
Jack Sollis
Ray Asburry
John Bond

This meeting was held at the contractor's request for the purpose of discussing his request for additional compensation on two items. It was established that timely written notice to the State had been given by the contractor on both of these items as the work involved was being performed.

The contractor seeks payment for an additional 2493.9 cubic yards of rock embankment material at the contract price of $2.30 per cu. yard. This represents a difference between the embankment in place measure on which the contract payment was made, and 90% of the truck measure. The contractor claims that there was an excessive loss of the rock due to subsidence and settlement, particularly in the side slope zone, due to instability of the uphill side slope. The contractor does not discredit the excavation quantity, but claims only a 10% shrinkage from truck measure to embankment measure would ordinarily be expected. The contractor was reminded of the provisions of Section 102-4.2, Embankment Measure.

The second area of disagreement concerns the disposition of the excavated slide material in the waste area. He claims at the time of bidding he anticipated dozing the material into the near side of the waste area shown on the plans. He was actually required to place the material on the easterly or far side of the waste area. His alledged additional cost includes 105 hours of TS-24 scraper time. This equipment was used to haul the material to the placement area. The contractor admitted he did not contact the Resident Engineer at the time of bidding, but claims that the appearance of the ground at that time did not preclude disposition of the material closer than where he was actually required to place it. He states he had a dozer on the dump and another in the cut anyway. The special provision and Section 102-2.1 of the Standard Specifications were discussed, as was Article 3-3.

The contractor was advised that if he wished to pursue these matters any further, he would have to present a specific claim including a description of specification basis therefor. Mr. Asburry is to secure and review the excavation cross sections.

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe
R.D. Asburry
Roy Stein

RECEIVED
APR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 25 1967

FOR FILING

21-1130

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To:

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1967

SUBJECT: Contractor's Claim Meeting
Contract No. 6863
M.P. 1.9
Slide Correction
Corvallis-Newport Highway
White Bros. Construction Company, Contractor

MEMO TO FILE

On April 19 a meeting was held with the following people in attendance: Wilbur Wilson, attorney for White Bros. Construction Company; Mr. White; Mr. Klaboe; Mr. Morgan; Mr. Asburry and Mr. Bond. The following claims of the contractor were presented.

(1) A claim for payment for excavation of an additional 2,493 yards of earth material at $2.30 per yard, for a total sum of $5,735.97. The basis for this claim is that on working on the slide, it was impossible to do it as originally planned, as the slide kept coming down onto the work, so it was necessary to dump rock on top of soft dirt; and the contractor feels that there was greater subsidence than he was given credit for. It turned out that he was paid for 80 per cent of the truck volume, which is about average for this type of work, and he was to be paid for rock embankment in place. He feels that he should be paid an additional 10 per cent, or the figure set out above.

NOTED
F B KLABOE

(2) As to the use of the disposal area, he assumed when reading the specifications and plans that he could use any part of the disposal area he wished. As it turned out, he was directed to use a portion of the disposal area not immediately adjacent to the slide, and therefore could not doze the excess material into the disposal area, but had to put on a TS-24 scraper in order to do the work. The salient point here is that he did not go over the job with the resident engineer before bidding it, and thus was not made aware of the exact spot he would have to deposit the waste material. There is a possibility of conflict between the special provisions of 102-2.1 and the general provisions of the same rule. I believe this should be looked into by Mr. Johansen before the claim is discussed again. His claim for the use of the TS-24 scraper is for 105 hours at $41.30 per hour, for a total of $4,336.50. The labor on the TS scraper was 105 hours at $5.27 per hour, or $553.35.

(3) He stated that because of the slide continuing down onto the work area, he had to use a 977 loader to reexcavate the work area two or three

times, and he is asking for reimbursement on 107½ hours at $22.50 per hour, or the sum of $2,418.75; and labor on the 977 loader for 107½ hours at $5.17 an hour, or $555.78. In addition, he has added to these above figures taxes, health and welfare and pensions in the amount of $215.21 and 15 per cent for contractor's allowance in the amount of $1,211.94, for a total claim of $15,027.50.

Under the provisions of 3.3 of the general specifications, he is required to acquaint himself with the character of the work. It should also be noted that paragraph 102-3.15 of the general specifications may also apply to this claim, as well as paragraph 102-4.2.

JACK L. SOLLIS
Staff Attorney

JLS:gw

cc: F. B. Klaboe
F. D. Morgan
R. D. Asburry
G. E. Rohde
Frank C. McKinney
Alan H. Johansen

RECEIVED
APR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 20 1967
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21-11=0

6863

March 17, 1967

Mr. Ralph Ross
403 Division
Klamath Falls, Oregon 97601

Dear Mr. Ross:

This will acknowledge your letter of March 12 stating that you have not yet received payment for your claim in the amount of $157.08 against White Brothers Construction Company, Inc., on Contract No. 6863 for slide correction on the Corvallis-Newport Highway.

Your claim was filed with us on November 28, 1966, and with the Secretary of State on November 30, 1966, under his No. 4241.

A copy of your letter is being forwarded to the surety and also to White Brothers Construction Company, Inc.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

cc: General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon 97204

White Bros. Construction Company, Inc.
P. O. Box 683
Walla Walla, Washington

March 12, 1967
403 Division
Klamath Falls,
Ore. 97601

Mr Fuery:
Dear Sir:
In regard to White Bro. Const. Co
Project No. 6863. M.P. 1.9 Slide.
It has been several months
now & we haven't received
the $187.08 from White Bro. yet.
Weive sent them statment
& received no answer.
I have been out of work
for four months & I need the
money badly.
Would you please see what
can be done?

Thank you
Ralph L Ross

RECEIVED
MAR 14 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 26 1967
FOR FILING

21-1130
6913

January 25, 1967

Newport Sand, Gravel and Construction Company
P.O. Box 1114
Newport, Oregon 97365

Gentlemen:

Thank you for your letter of January 23 and attached statement which show that you have received $104.80 from White Bros. Construction Company, leaving a balance of $498.35.

Our records indicate that this is in reference to the White Bros. Construction Company, Inc., Contract No. 6863 for grading and paving the slide correction at M.P. 1.9 on the Corvallis-Newport Highway in Lincoln County.

This partial payment will be noted in our records and we will advise the surety and the prime contractor of the receipt of your letter.

Very truly yours,

Floyd Cassy, Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Co. of America
Mansfield and Company
White Bros. Constr. Co., Inc.
Glenn L. Jackson
David B. Simpson

CWH:fkn

NOTED ON CARD

STATEMENT

Newport Sand, Gravel & Construction Co.

STEVE AND LUCILLE DUNN, OWNERS
1118 S.W. CANYON DRIVE -- P.O. BOX 1114 -- PHONE 265-7791

NEWPORT, OREGON ~~Jan. 19~~, 19~~67~~

White Brothers Constuction Co.
Rt 2 Box 560
Florence, Oregon

Contract No. 6863
Newport Slide area Project MP 1.9

Hauling from Iron Mountain	
July 29th thru Aug. 8th	
2650 Yards Hauled @ 80¢	$2120.00
Less Wages & Expense	704.78
Less Payment	867.22
Balance	$ 548.00
Health & Welfare Withheld	25.80
Pension Withheld	19.35
	$ 593.15
Less Payment of January 19th	104.80
Balance	$ 488.35

RECEIVED
JAN 24 1967
OREGON
STATE HIGHWAY COMMISSION

CRUSHED ROCK, SAND, TOP SOIL, FILL DIRT, BULLDOZING,
CONCRETE MATERIAL, EXCAVATING, CLEARING
DUMP TRUCKS FOR RENT BY HOUR OR CONTRACT — 5 AND 10 YARD
FRONT END LOADER FOR RENT

RECEIVED
DEC 7 - 1966
FOR FILING

21-1130
6863

December 7, 1966

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $113.91 will be made to White Bros. Construction Company, Inc., on Contract No. 6653 for grading and paving on the M.P. 1.9 Slide Correction Section of the Corvallis-Newport Highway in Lincoln County, as soon as the warrant is prepared.

The total amount paid on this contract will be $77,008.13, including the post-final payment. Of the total $6,665.80 is for force account work.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

ES

cc: White Bros. Construction Company, Inc.
P. O. Box 663
Walla Walla, Washington

C. K. Maison
Attn: John Kerr

RECEIVED
DEC 7 - 1966
FOR FILING
21-1130
6863

December 7, 1966

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6863 awarded to White Bros. Construction Company, Inc., for grading and paving on the M.P. 1.9 Slide Correction Section of the Corvallis-Newport Highway in Lincoln County was completed on September 28, 1966, and accepted by the Highway Commission on December 6, 1966.

Final payment in the amount of $3,290.22 will be released to the contractor after December 14, 1966. The total contract amount is $76,894.22 including $6,551.89 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: White Bros. Construction Company, Inc.
P. O. Box 663
Walla Walla, Washington

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 6 - 1966
FORT

21-1130
6863

December 6, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 22, 1966, on Contract No. 6863. The contract was with White Bros. Construction Co., Inc. and was for grading and paving on the M.P. 1.9 Slide Correction Section of the Corvallis-Newport Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
DEC 1 5 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

21-1130

FILED
DEC 5 1966
TOM McCALL
SECRETARY OF STATE

Claim Dile
M. 4257

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 5 3 48 PM '66
TOM McCALL
SECRETARY OF STATE

December 1, 1966

Newport Sand, Gravel & Construction Co.
P.O. Box 1114
Newport, Oregon

Gentlemen:

Mr. H. H. Patterson, Resident Engineer at Newport has forwarded your invoice to this office which states that I. H. White Construction Company owes you for hauling and materials in the amount of $593.15.

This appears to be in reference to the White Brothers Construction Company, Inc. Contract No. 6663 for grading and paving on the Mp 1.9 Slide Correction Section of the Corvallis-Newport Highway in Lincoln County.

The General Insurance Company of America through Mansfield & Co., 2828 S.W. Corbett St., Portland, Oregon 97201, furnished the performance bond on this contract, which is given to assure completion of the project and payment of all bills incurred in it. We will notify them of the receipt of your invoice and will also send your invoice to the Secretary of State for filing.

Please notify us when your claim has been paid.

NOTED ON CARD

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 7 1966
OREGON
STATE HIGHWAY COMMISSION

cc General Insurance Company of America
Mansfield & Co.
White Brothers Construction Co.
H. H. Patterson
Glenn Jackson
David Simpson
Hon. Tom McCall

Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

FORM E-20 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport, Oregon
28 November, 1966

To:

Floyd Query
Secretary to the Commission
Salem

SUBJECT: M.P. 1.9 Slide Section
Corvallis-Newport Highway
Lincoln County
Contract No. 6863

Submitted herewith is a statement from Newport Sand, Gravel, & Construction Co. in the amount of $593.15 which they have requested be forwarded and registered as a claim against the above-named project.

H. H. Patterson
Resident Engineer

cc: R. D. Asburry

NOTED
FLOYD QUERY

RECEIVED
NOV 29 1966
STATE HIGHWAY COMMISSION

STATEMENT

Newport Sand, Gravel & Construction Co.

STEVE AND LUCILLE DUNN, OWNERS

1118 S.W. CANYON DRIVE — P.O. BOX 1114 — PHONE 265-7791

NEWPORT, OREGON Oct. 5, 1966

E. A. White Construction Co.
P.O. Box
Florence, Oregon

Hwy 1 Std. Section
Contract 6263
Proj. # 21-1130

Hauling from Iron Mountain	
July 29th Thru ~~Sept~~ Aug 8th	
2650 Yards Hauled @ 80¢	$2120.00
Less Wages & Expense	704.78
Less Payment	867.22
Balance Due	$ 548.00
Plus Deductions	25.80
HY W Pensions	19.35
	$ 593.15

CRUSHED ROCK, SAND, TOP SOIL, FILL DIRT, BULLDOZING,
CONCRETE MATERIAL, EXCAVATING, CLEARING
DUMP TRUCKS FOR RENT BY HOUR OR CONTRACT — 5 AND 10 YARD
FRONT END LOADER FOR RENT

FORM 2-1223 5M 7-66

RECEIVED
DEC 1 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
NOV 30 1966
TOM McCALL
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 30 10 01 AM '66
TOM McCALL
SECRETARY OF STATE

November 28, 1966

Claim File
No. 434
1130
6116

Mr. Ralph L. Ross
403 Division
Klamath Falls, Oregon 97601

Dear Mr. Ross:

Mr. H. H. Patterson, Resident Engineer, at Newport has forwarded your invoice to us which states that White Bros. owes you $187.08 for material and labor.

From the description given it appears that the contract to which you refer is our Contract No. 6863 for grading and paving on the M.P. 1.9 Slide Correction Section of the Corvallis-Newport Highway in Lincoln County.

The surety on this project is the General Insurance Company of America through Mansfield and Company, 2828 S.W. Corbett Street, Portland 97201. We will advise them of the receipt of your statement and we will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond. The State does not make payment of the claims but looks to the prime contractor and surety for such payment.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
WLD

cc: General Insurance Company of America
Mansfield & Co.
White Bros. Constr. Co., Inc.
Glenn Jackson
David Simpson
Hon. Tom McCall

Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
DEC - 1 1966
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

FROM Ralph L Ross
403 Division
Klamath Falls, Ore 97601 11-7 1966
TO White Bros & Son Const
ADDRESS
CITY Florence, Ore.
TERMS

1038 yards at 80¢ per yd.			830.	40
Drivers pay + with hoeday			330	82
80% paid on truck			333	50
			664.	32
Leaves Bal Due			166	08
Pit run from new pit & Newport slide				
Plus N & W - Pumice			21	00
			$187	08

RECEIVED
NOV 1 8 1966
OREGON
STATE HIGHWAY COMMISSION

FORM 6123X 50M 7-66

DEC 3 - 1966

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

FILED
NOV 30 1966
TOM McCALL
SECRETARY OF STATE

Claim File NC, 1242

1116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 30 10 02 AM '66
TOM McCALL
SECRETARY OF STATE

November 28, 1966

Mr. Wayne Braxling
Big Creek Road
Newport, Oregon

Dear Mr. Braxling:

Mr. H. H. Patterson, Resident Engineer, at Newport has forwarded your invoice to this office which states that White Bros. owes you for material and wages in the amount of $307.37.

This appears to be in reference to the White Bros. Construction Company, Inc., Contract No. 6862 for grading and paving on the M. P. 1.9 Slide Correction Section of the Corvallis-Newport Highway in Lincoln County.

The surety on this project is the General Insurance Company of America through Mansfield and Company, 2828 S.W. Corbett Street, Portland 97201. We will advise them of the receipt of your invoice and we will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond. The State does not make payment of the claims but looks to the prime contractor and surety for such payment.

Please let us know when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Company of America
Mansfield & Co.
White Bros. Constr. Co., Inc.
Glenn Jackson
David Simpson
Hon. Tom McCall

Please acknowledge receipt of this letter on the enclosed copy of this letter.

RECEIVED
DEC - 1 1966
OREGON
STATE HIGHWAY COMMISSION

WHITE BROS.
ROUTE 2 BOX 560
FLORENCE, OREGON

RECEIVED
MAY 18 1966
OREGON
STATE HIGHWAY COMMISSION

Work on Toledo Highway

1550 yards Pit Run from Iron Mtn to Toledo Highw ay	$1240.00
Less Drivers Wages	295.70
Less Amount Paid	636.93
Amount Due	$ 307.37

Wayne Braxling
Big Creek Road
Newport, Oregon

WHITE BROS. CONSTR. CO., INC.
WALLA WALLA, WASHINGTON

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW.
IF NOT CORRECT PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED.

INVOICE DATE	INVOICE NO.	DESCRIPTION	TOTAL AMOUNT	DEDUCTIONS: DISCOUNT	DEDUCTIONS: FREIGHT	NET AMOUNT
9/8/66		Wages paid to truck drivers $295.70 Hrs. worked 61½				
F.I.C.A. 4.2% X 295.70			- 12.42			
State Unemp. 2.7% 295.70			- 7.98			
Fed. Unemp. .4% X 295.70			- 1.18			
S.I.C.A. 5.50% X 295.70			- 16.26			
H. & W. 61½ Hrs. X .20¢			- 12.30			
Pension 61½ Hrs. X .15¢			- 9.23			
Gross wages paid			- 295.70			
Total to be deducted			355.07			
1,550 Yds. hauled						
X 80% State payment						
1,240 Yds. X .80¢ Yds.			992.00			636.93

In payment for your trucks hauling to our Newport slid correction project.

PERIOD ENDING	WASH. HOURS	WASHINGTON EARNINGS: REGULAR	O. T.	TOTAL	OREGON HOURS	OREGON EARNINGS: REGULAR	O. T.	TOTAL	TOTAL GROSS EARNINGS	WE PAID OUT THESE AMOUNTS FOR YOU: FED. WH. TAX	F.I.C.A.	STATE WH. TAX	S.I.A.C.	MED. AID			NET PAY
7/30					34½	106.32	69.77	176.09	176.09	18.10	7.46	5.40	.06				145.13

YOU EARNED AND
WHITE BROS. CONSTRUCTION CO., INC.
PAID

Nº 167

DETACH BEFORE DEPOSITING

PERIOD ENDING	WASH HOURS	WASHINGTON EARNINGS: REGULAR	O. T.	TOTAL	OREGON HOURS	OREGON EARNINGS: REGULAR	O. T.	TOTAL	TOTAL GROSS EARNINGS	WE PAID OUT THESE AMOUNTS FOR YOU: FED. WH. TAX	F.I.C.A.	STATE WH. TAX	S.I.A.C.	MED. AID			NET PAY
8/6					27	119.61		119.61	119.61	8.80	5.02	2.30	.08				103.41

YOU EARNED AND
WHITE BROS. CONSTRUCTION CO., INC.
PAID

Nº 275

DETACH BEFORE DEPOSITING

FORM E-123X EDN 7-66

RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID H. SIMPSON, MEMBER
PORTLAND
NOV 30 1966

FILED
NOV 30 1966
TOM McCALL
SECRETARY OF STATE

Claim File #0.4243

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
Nov 30 8 01 AM '66
TOM McCALL
SECRETARY OF STATE

November 28, 1966

Mr. Art Braxling
Big Creek Road
Newport, Oregon

Dear Mr. Braxling:

Mr. M. M. Patterson, Resident Engineer, at Newport has forwarded to us your invoice which states that White Bros. owes you for material in the amount of $435.01.

This appears to be in connection with the White Brothers Construction Co., Inc., Contract No. 6863 for grading and paving on the M.P. 1.9 Slide Correction Section of the Corvallis-Newport Highway in Lincoln County.

The General Insurance Company of America through Mansfield & Co., 2828 S. W. Corbett Street, Portland, 97201, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your invoice and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD
wbw

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Company of America
Mansfield & Co.
White Bros. Constr. Co., Inc.
Glenn Jackson
David Simpson
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of your letter.

RECEIVED
DEC - 1 1966
OREGON
STATE HIGHWAY COMMISSION

White Bros.
Route 2, Box 560
Florence, Oregon

RECEIVED
OCT 18 1966
STATE HIGHWAY COMMISSION

Toledo Highway Job

From July 27 to Aug. 10 2289 yards pit run @ $.80 per yard	$1831.20
Minus payroll withheld	-332.25
Minus check paid of 9/8/66	-1063.94
Total	$ 435.01

Art Braxling

PERIOD ENDING	WASH. HOURS	WASHINGTON EARNINGS: REGULAR	O. T.	TOTAL	OREGON HOURS	OREGON EARNINGS: REGULAR	O. T.	TOTAL	TOTAL GROSS EARNINGS	WE PAID OUT THESE AMOUNTS FOR YOU: FED. WH. TAX	F.I.C.A.	STATE WH. TAX	S.I.A.C.	MED. AID			NET PAY
					24	106.32		106.32	106.32	5.30							95.02

YOU EARNED AND
WHITE BROS. CONSTRUCTION CO., INC.
PAID

DETACH BEFORE DEPOSITING

No. 166

PERIOD ENDING	WASH. HOURS	WASHINGTON EARNINGS: REGULAR	O. T.	TOTAL	OREGON HOURS	OREGON EARNINGS: REGULAR	O. T.	TOTAL	TOTAL GROSS EARNINGS	WE PAID OUT THESE AMOUNTS FOR YOU: FED. WH. TAX	F.I.C.A.	STATE WH. TAX	S.I.A.C.	MED. AID			NET PAY
9/16					28	124.04		124.04	124.04	7.50	5.21	2.00	.08				109.25

YOU EARNED AND
WHITE BROS. CONSTRUCTION CO., INC.
PAID

DETACH BEFORE DEPOSITING

No. 274

PERIOD ENDING	WASH. HOURS	WASHINGTON EARNINGS: REGULAR	O. T.	TOTAL	OREGON HOURS	OREGON EARNINGS: REGULAR	O. T.	TOTAL	TOTAL GROSS EARNINGS	WE PAID OUT THESE AMOUNTS FOR YOU: FED. WH. TAX	F.I.C.A.	STATE WH. TAX	S.I.A.C.	MED. AID			NET PAY
9/1					23	101.89		101.89	101.89	4.50	4.28	1.20	.06				91.85

YOU EARNED AND
WHITE BROS. CONSTRUCTION CO., INC.
PAID

Route 2 Box 540
Florence, Ore 97439

DETACH BEFORE DEPOSITING

No. 364

WHITE BROS. CONSTN. CO., INC.
WALLA WALLA, WASHINGTON

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW.
IF NOT CORRECT PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED.

Social Security

INVOICE DATE	INVOICE NO.	DESCRIPTION	TOTAL AMOUNT	DEDUCTIONS: DISCOUNT	DEDUCTIONS: FREIGHT	NET AMOUNT
9/8/66		Wages paid to truck drivers $332.25 Hrs. worked 75	(Yds. hauled 2,289)			
Social Sec.		F.I.C.A. 4.2% X $332.25	13.95			
		State Unemp. 2.7% X 332.25	8.97	In payment for your trucks		
		Fed. Unemp. .4% X 332.25	1.33	hauling to our Newport		
Soc. Sec.		S.I.C.A. 5.50% X 332.25	18.27	slid correction project.		
		H. & W. 75 Hrs. X .20¢	15.00			
		Pension 75 Hrs. X .15¢	11.25			
		Gross wages paid	332.25			
		Total to be deducted	401.02			
		2,289 Yds. Hauled				
		X 80% State Payment				
		1,831.2 Yds. X .80¢	1,464.96			1,063.94

RECEIVED
NOV 30 10 01 AM '66
TOM McCALL
SECRETARY OF STATE

FILED
NOV 30 1966
TOM McCALL
SECRETARY OF STATE

Claim File
No. 4249

November 28, 1966

Mr. Otis Braxling
120 NE 4th
Newport, Oregon

Dear Mr. Braxling:

Mr. H. H. Patterson, Resident Engineer, at Newport has forwarded to us your invoice dated November 4, 1966, which states that White Brothers owes you $452.35 for material and labor.

This appears to be in reference to the White Brothers Construction Company, Inc., Contract No. 6863 for grading and paving on the M.P. 1.9 Slide Correction Section of the Corvallis-Newport Highway in Lincoln County.

The surety on this project is the General Insurance Company of America through Mansfield & Co., 2828 S. W. Corbett Street, Portland, 97201. We will advise them of the receipt of your invoice and we will also forward it to the Secretary of State for filing. This action will protect your claim under the bond. The State does not make payment of claims, but looks to the prime contractor and surety to make such payment.

Please let us know when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD
WRS

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Company of America
Mansfield & Co.
White Bros. Constr. Co.
Glenn Jackson
David Simpson
Hon. Tom McCall

RECEIVED
DEC - 1 1966
OREGON
STATE HIGHWAY COMMISSION

Please acknowledge receipt of this claim on the enclosed copy of this letter.

FORM E-30 6M 10-66 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport, Oregon
17 November, 1966

To:
Mr. Floyd Query
Secretary to the Commission
Salem

SUBJECT: M.P. 1.9 Slide Correction
Corvallis-Newport Highway
Lincoln County
Contract No. 6863

Submitted herewith are the following bills which have been presented to this office which are to be registered as claims against the above named project:

NAME	AMOUNT
Otis Braxling	$452.35
Art Braxling	435.01
Wayne Braxling	307.37
Ralph L. Ross	187.08

H. H. Patterson
Resident Engineer

cc: R. D. Asburry

NOTED
IN QUERY

RECEIVED
NOV 1 1966
OR. STATE HIGHWAY COM.

November 4, 1966

RECEIVED
NOV 18 1966
OREGON
STATE HIGHWAY COMMISSION

E.A. White Co.
Route 2, Box 560
Florence, Oregon

2340 yards rip rap @ 80¢ per yard	$1872.00
Less payment to drivers	376.55
Less payment	1043.10
Balance Due	$ 452.35

Otis Brakling

PERIOD ENDING	WASH. HOURS	WASHINGTON EARNINGS: REGULAR	O. T.	TOTAL	OREGON HOURS	OREGON EARNINGS: REGULAR	O. T.	TOTAL	TOTAL GROSS EARNINGS	WE PAID OUT THESE AMOUNTS FOR YOU: FED. WH. TAX	F.I.C.A.	STATE WH. TAX	S.I.A.C.	MED. AID			NET PAY
9/6					21	93.03		93.03	93.03	9.10	3.91	2.30	.06				77.66

YOU EARNED AND
WHITE BROS. CONSTRUCTION CO., INC.
PAID

№ 365

DETACH BEFORE DEPOSITING

PERIOD ENDING	WASH. HOURS	WASHINGTON EARNINGS: REGULAR	O. T.	TOTAL	OREGON HOURS	OREGON EARNINGS: REGULAR	O. T.	TOTAL	TOTAL GROSS EARNINGS	WE PAID OUT THESE AMOUNTS FOR YOU: FED. WH. TAX	F.I.C.A.	STATE WH. TAX	S.I.A.C.	MED. AID			NET PAY
8/6					40	177.20		177.20	177.20	22.70	7.44	6.70	.10				140.26

YOU EARNED AND
WHITE BROS. CONSTRUCTION CO., INC.
PAID

№ 276

DETACH BEFORE DEPOSITING

PERIOD ENDING	WASH. HOURS	WASHINGTON EARNINGS: REGULAR	O. T.	TOTAL	OREGON HOURS	OREGON EARNINGS: REGULAR	O. T.	TOTAL	TOTAL GROSS EARNINGS	WE PAID OUT THESE AMOUNTS FOR YOU: FED. WH. TAX	F.I.C.A.	STATE WH. TAX	S.I.A.C.	MED. AID			NET PAY
7/23					24	106.32		106.32	106.32	11.30	4.47	2.90	.06				87.59

YOU EARNED AND
WHITE BROS. CONSTRUCTION CO., INC.
PAID

№ 168

DETACH BEFORE DEPOSITING

WHITE BROS. CONSTR. CO., INC.
WALLA WALLA, WASHINGTON

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW.
IF NOT CORRECT PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED.

511.47

INVOICE DATE	INVOICE NO.	DESCRIPTION	TOTAL AMOUNT	DEDUCTIONS: DISCOUNT	DEDUCTIONS: FREIGHT	NET AMOUNT
9/8/66		Wages paid to truck drivers $376.55 Hrs. worked 85				
F.I.C.A.	4.2% X	376.55	15.82			
State Unemp.	2.7% X	376.55	10.17			
Fed. Unemp.	.4% X	376.55	1.50			
S.I.C.A.	5.50% X	376.55	20.71			
H. & W.	85 Hrs. X .20¢		17.00			
Pension	85 Hrs. X .15¢		12.75			
Gross wages paid			376.55			
Total to be deducted			454.50			
2,340 Yds. Hauled						
X 80% State Peyment						
1,872 Yds. X .80¢ Yd.			1,497.60			1,043.10

In payment for your trucks hauling to our Newport slid correction project.

376.55 Due

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: M.P. 1.9 Slide Correction		WEEK ENDING: October 14, 1966
		SECTION PREFIX: 21-1130
HIGHWAY: Corvallis-Newport		COUNTY: Lincoln
NAME OF JOB: M.P. 1.9 Slide Correction	KIND OF WORK: Grading & Paving	
CONTRACTOR: White Bros. Construction Co., Inc.	CONTRACT NUMBER: 6863	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: July 5, 1966	ESTIMATED COMPLETION DATE: ---
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 90	WORK DAYS USED / CALENDAR DAYS USED: 84
PROJECT AUTHORIZATION: $80,654.62	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: --
EXCLUSIVE OF ENGINEERING: $74,919.18	ENGINEERING AUTHORIZATION: $5,735.44	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $79,443.90	ENGINEERING COST TO DATE: $4,994.12	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 4.7%	PERCENT OF AUTHORIZATION: 87 %	DATE PROJECT WAS COMPLETED: September 28, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Emb Fnd Exc / Rock Emb	Rock Emb
			100	100	Emb Fnd Exc	100	100
			GRADING	SURFACING	MATERIALS	MAINTENANCE PROGRAM	PAVING
MILES IN PROJECT				0.21	0.21		0.21
MILES PARTIALLY COMPLETED							
MILES COMPLETED				0.21	0.21		0.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)				480	26,700	19,500	530
TOTAL QUANTITIES CORRECTED TO DATE				554	28,743	20,335	438
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				554	28,743	20,335	438
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Overcast			
WEDNESDAY	Rain			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

RECEIVED
OCT 17 196[illegible]
CONSTRUCTION
DIVISION

DEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by Contractor on this project this week.
TUESDAY	Same as Monday.
WEDNESDAY	Same as Monday.
THURSDAY	Same as Monday.
FRIDAY	Same as Monday.
SATURDAY	

REMARKS

Office staff completed computations for Semi-final, and it is being forwarded to the Division Office.

This is the final Weekly Report on this project.

SIGNED H. L. Sullivan LOCATION Newport, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BF-7216

RECEIVED
JUN 20 1966

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

21-1130
6863

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 17, 1966

White Bros. Construction Co., Inc.
P. O. Box 683
Walla Walla, Washington

Gentlemen:

The State Highway Commission on June 16, 1966 awarded to you State Highway Contract No. 6863 for the following project:

Grading and paving on Nile Point Landslide Section of the Corvallis-Newport Highway, west of Toledo, in Lincoln County.

This award was based on your bid of $70,393.00 which was submitted to the Commission on June 9, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: F. D. Morgan
L. N. Young
C. D. Matthis (Misc)

RECEIVED
MAR 31 1966
FOR FILING

21-1130
6863

March 30, 1966

594

Oregon State Highway Commission

Gentlemen:

A slide has developed on the Corvallis-Newport Highway at M. P. 1.9. It is estimated that the cost of correcting this slide will be $75,000.

I request your approval for placing this project on the current State Construction Program for correction this coming construction season.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. M. Young
C. H. Maison
R. D. Asburry

DJB:rw bg

CJI-5-5(1) Salem By-pass Sec. of Pac. Hwy. E. of Salem (Screen Planting) 1966

#6864

Monthly transaction number	FORM R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
7-41		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
12		Marion
Modification number	(PPM 21-7)	Project number
1		CJI-5-5(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,730	$ 3,321
Federal funds	$ 2,047.00	$ 2,415.63
Other revisions		

This modification is made for the following reasons:

Final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of July, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
for R. E. Simpson, Division Engineer

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-14		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
4	7-11-66	Marion
		PROJECT NO.
		CJI-5-5(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Salem Bypass Section, Pacific Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-66	0.00
OTHER (Specify)		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,730	$ 2,047.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Lahr

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By XX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

Oregon State Highway Department

Federal-Aid
Project No. CJI-5-5(1)

SALEM BYPASS SECTION OF THE

PACIFIC HIGHWAY IN MARION COUNTY

Project agreement estimate.

Salem, Oregon, June 20, 1966

Type Code Y043
Screening (Sta. 98+00 to Sta. 103+00) (Sta. 492+00 to Sta. 497+00) (Contract No. 6814)

Furnishing and Placing Topsoil	70 cu.yd.	$ 5.00	$ 350.00
Furnishing and Planting Trees	160 only	12.00	1,920.00
Inorganic Fertilizer, 10-16-8	2 cwt.	10.00	20.00
Manure Fertilizer	6 cu.yd.	12.00	72.00
Mulch	6 unit	20.00	120.00
	Subtotal		$2,482.00
	10% Engr. & Cont.		248.00
	Total		$2,730.00

Length of Project - - - - - - 0.00 Miles

Federal Funds -	$2,047.00
State Funds -	683.00
Total	$2,730.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 549, Laws 1939.
State Funds for Maint.: Chap. 549, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. CJI-5-5(1)

SALEM BYPASS SECTION OF THE

PACIFIC HIGHWAY IN MARION COUNTY

Revised P.S. & E. estimate. Revised unit bid prices.

Salem, Oregon, May 27, 1966

Type Code Y023
Screening (Sta. 98+00 to Sta. 103+00)(Sta. 492+00 to Sta. 497+00)

Furnishing and Placing Topsoil	70 cu.yds.	$ 4.00	$ 280.00
Furnishing and Planting Trees	160 only	17.00	2,720.00
Inorganic Fertilizer, 10-16-8	2 cwt.	7.00	14.00
Manure Fertilizer	6 cu.yds.	7.00	42.00
Mulch	6 units	18.00	108.00
	Subtotal		$3,164.00
	10% Engr. & Cont.		316.00
	Total		$3,480.00

Length of Project - - - 0.00 Mile

Federal Funds -	$2,610.00
State Funds -	870.00
Total	$3,480.00

Oregon State Highway Department

Federal Aid
Project No. CJI-5-5(1)

SALEM BYPASS SECTION OF THE

PACIFIC HIGHWAY IN MARION COUNTY

P.S.& E. Estimate

Salem, Oregon, May 10, 1966

Type Code Y023
Screening (Sta. 98+00 to Sta. 103+00)(Sta. 492+00 to Sta. 497+00)

Furnishing and Placing Topsoil	70 cu.yds.	$ 3.00	$ 210.00
Furnishing and Planting Trees	160 only	12.00	1,920.00
Inorganic Fertilizer, 10-16-8	2 cwt.	6.00	12.00
Manure Fertilizer	6 cu.yds.	6.00	36.00
Mulch	6 units	18.00	108.00
	Subtotal		$2,286.00
	10% Engr. & Cont.		228.00
	Total		$2,514.00

Length of Project . . . . . 0.00 Miles

Federal Funds	$1,885.00
State Funds	629.00
Total	$2,514.00

RECEIVED
APR 30 1968
FOR FILING
CJI-5-5(1)
6864

April 29, 1968

The Continental Insurance Companies
317 S. W. Alder Street
Portland, Oregon 97204

Gentlemen:

Contract No. 6864 awarded to D and L Construction Company for screen planting on the Salem Bypass Section of the Pacific Highway in Marion County was completed on December 3, 1966, and accepted by the Highway Commission on April 26, 1968.

Final payment in the amount of $295.70 will be made to the contractor after May 6, 1968. The total contract amount is $2,496.00 and no work was performed under force account.

You have been advised previously of an outstanding claim filed against the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc D & L Constr. Company
3710 Market Street
Salem, Oregon 97301

Commercial Insurance Agency
661 Cottage N.E.
Salem, Oregon

L. H. Young
C. M. Maison
Attn: John Herr

APR 2 9 1968

CJI-5-5(1)

6/1.4

April 26, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 3, 1966, on Contract No. 6064. The contract was with D & I Construction Company and was for screen planting on the Salem Bypass Section of the Pacific Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 26, 1968, and that you concur in this procedure at the Commission meeting on May 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb jes

RECEIVED
APR 24 1968
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

CJI-5-5(1)
6864

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 8, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 6864
Prefix 624-0701
FAP CJI-5-5(1)

Dear Sir:

The replacement planting work under Contract No. 6864, Salem Bypass Section of the Pacific Highway in Marion County, was completed April 1, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement Date April 12, 1968

Conditions noted on above date:

None.

young
4-23-68

R. E. Simpson
Division Engineer

By: G. R. Brooks

G. R. Brooks
District Engineer

CJI-5-5(1)
6864

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Salem Bypass		WEEK ENDING: April 6, 1968
		SECTION PREFIX: 624-0701
HIGHWAY: Pacific		COUNTY: Marion
NAME OF JOB: Salem Bypass Section	KIND OF WORK: Screen Planting	
CONTRACTOR: D & L Construction Company	CONTRACT NUMBER: 6864	FEDERAL AID PROJECT NUMBER: CJI-5-5(1)
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: November 22, 1966	ESTIMATED COMPLETION DATE: December 3, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 150
PROJECT AUTHORIZATION: $ 2,792.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 2,493.69	ENGINEERING AUTHORIZATION: $ 198.56	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,496.00	ENGINEERING COST TO DATE: $ 525.54	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN [redacted] 8.2 %	PERCENT OF AUTHORIZATION: 265 %	DATE PROJECT WAS COMPLETED: December 3, 1966

Submitted semifinal estimate December 7, 1966.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			[redacted]	[redacted]	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			70 CY	160 Only			
TOTAL QUANTITIES CORRECTED TO DATE			119 CY	143 Only			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			119 CY	143 Only			
AVERAGE DAILY QUANTITIES			30 CY	36 Only			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast			
MONDAY	Showers			
TUESDAY	Cloudy			
WEDNESDAY	Fair			
THURSDAY	Rain			
FRIDAY	Showers			
SATURDAY	Fair			

Routing

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Contractor and 2 men worked 1 to 4 PM on tree replacement-5 Shore Pine at Unit A and 1 Fir at Unit B.
MONDAY	Contractor only worked in PM. Planted 4 Shore Pines at Unit A which completed all work on the project.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed work on the project December 3, 1966. The semifinal estimate was submitted December 7, 1966. Plant establishment period ended October 15, 1967.

The contractor completed tree replacement and clean up Monday which completes work on the project.

Tuesday Division Engineer Asburry made the final inspection in company with Mr. John Hagemann of the B.P.R. and the undersigned.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem

Arthur Duffy, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 19, 1968

Continental Insurance Company
Commercial Insurance Agency
681 Cottage Street N.E.
Salem, Oregon 97301

Gentlemen:

Salem Bypass Screen Planting
Contract 6864

You were sent a copy of Mr. Asburry's March 12, 1968, letter to D. & L. Construction Company concerning this project. We are very concerned that the necessary tree replacements be made promptly during the limited planting time still available in this Spring planting season. Mr. Asburry's letter was written only after repeated contacts with this contractor extending back over many weeks and after repeated failure of the contractor to fulfill his obligations and promises.

We would appreciate any assistance you might be able to obtain for us from the contractor, and we are willing to cooperate with you in any way we can toward getting these tree replacements made promptly. In the absence of some action on this matter by the contractor, we will be compelled to carry out arrangements to accomplish this work as set forth by Mr. Asburry, or along any other lines you may wish to recommend to complete the contract. You may contact either Resident Engineer Duffy, Salem telephone 364-2171 Ext. 1388, or Assistant Division Engineer Wimer, Salem telephone 364-2171 Ext. 1507, if you wish to discuss details of the work to be done.

I should also mention that the present retainage on this contract will not cover the cost of the replacement planting. In the event the State must do the work and the cost exceeds the retainage we will, of course, request your company to make a cash payment for this difference.

We would appreciate your immediate attention and reply on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
Construction Engineer

FDM-JAB:nn
bc: F. B. Klaboe
Gerald Wimer
Arthur Duffy
L. H. Young
cc: D. & L. Construction Co.
2275 D Street N.E.
Salem, Oregon 97301

RECEIVED
MAR 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

CI-5-50
6464

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 12, 1968

D. & L. Construction Co.
2275 D Street N. E.
Salem, Oregon 97301

Subject: Salem Bypass Screen Planting
Pacific Highway
Contract No. 6464

Gentlemen:

As the season progresses, we are becoming more concerned about the completion of the subject project. As you know, the establishment period on this project ended October 15, 1967, at which time all plantings which had died or for some other reason were unacceptable were supposed to have been replaced.

An inspection of the project on October 16, 1967, disclosed that several replacements had to be made before the project could be accepted. You were advised of this fact several times by the Resident Engineer and once by a letter from this office dated February 7, 1968. Inspection of the project on March 11 showed that no effort had been made as of that date to bring the project to a state where it could be accepted.

We feel that due to the early season all the replacements should be made not later than March 31, 1968. If this necessary work is not completed by that date, under authority of Section 752-3.13 of the standard specifications, which is a part of the contract, we will proceed in having some other authorized competent party perform this work and charge the costs to the project. By a copy of this letter, I am asking Resident Engineer Duffy to prepare an order against the project for this work and if the work is not performed by March 31, 1968, I am authorizing him to proceed with having some other party or parties complete this work.

We would like very much for you to complete the work but due to the urgency of getting it performed, we do not feel like waiting any longer than the above-mentioned date to have it completed.

Very truly yours,

R. D. Asburry
Division Engineer

RDA:am

cc Continental Insurance Co.
F. D. Morgan
Floyd Quarry
John Hegmann
Arthur Duffy

RECEIVED
JAN 24 1968
COMMISSIONERS

FOR

Claim File #4355

FILED
JAN 19 1968
CLAY MYERS
SECRETARY OF STATE

CJI-5-5(1)

6864

RECEIVED
JAN 19 7 59 AM '68
CLAY MYERS
SECRETARY OF STATE

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID H. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 18, 1968

Mr. John J. Beggs
2890 Argyle Drive S.
Salem, Oregon 97302

NOTED ON CARD

Dear Mr. Beggs:

This is to acknowledge receipt of your letter of January 15 and attached statement showing that D & L Construction owes you for fertilizer and bark mulch in the amount of $93.50.

This appears to be in connection with the D & L Construction Company Contract No. 6864 for screen planting on the Salem Bypass section of the Pacific Highway in Marion County.

The Continental Insurance Company through Commercial Insurance Agency, 661 College N. E., Salem, furnished the performance bond on this contract, which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Continental Insurance Company
Commercial Insurance Agency
D & L Construction Company

Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

RECEIVED
JAN 2 : 1968
OREGON
STATE HIGHWAY COMMISSION

Mr. John J. Beggs
2090 Argyle Drive S.
Salem, Oregon 97302

January 15, 1968

Mr. Floyd Query
Highway Department
State Highway Building
Salem, Oregon

Mr. Query:

Enclosed is a copy of a statment to D. & L. Construction Company, contract No. 6864.

As of this date, January 15, 1968, we have not received any money.

Very truly yours,

John J. Beggs

JB/jb

Res. Phone 363-8888

SALEM COMPOST

Office and Warehouse 2555 25th St. SE
Phone 362-0811 362-0331
SALEM, OREGON

D. & L. Construction

3710 Market Street

Salem, Oregon

January 5, 1967

Fertilizer and Bark Mulch delivered to

Salem by pass, contract No. 6864.

Total $95.50.

RECEIVED
JAN 7 1967
OREGON
STATE HIGHWAY COMMISSION

ORGANIC AGED WEED FREE
For Lawns - Gardens - Farms - Orchards
Past due accounts 1½% per month service charge

RECEIVED
DEC 26 1967
FOR FILING
C.II-5-5(1)
6861

December 26, 1967

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

Thank you for your recent note advising us that your claim against D & L Construction Company in the amount of $551.25 has been paid in full.

Our records show that this is in connection with the D & L Construction Company Contract No. 6864 for screen planting on the Salem Bypass of the Pacific Highway in Marion County.

We will advise the surety and the principal contractor of the receipt of your note.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Continental Insurance Company
Commercial Insurance Agency
D & L Construction Company
Commissioners

CWH:gc

NOTED ON CARD
E.C. 12-26-67

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 22, 1967

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Dear Mr. Pearcy:

This is in reply to your letter of November 16 advising us that D & L Construction Company still owes you $551.25 for the materials supplied them for screen planting on the Salem Bypass.

This appears to be in connection with the D & L Construction Company Contract No. 6864 for screen planting on the Salem Bypass Section of the Pacific Highway in Marion County. This contract has not yet been accepted by the State Highway Commission.

Our records indicate that your claim was filed with the Secretary of State on March 3, 1967, and was assigned his File No. 4282.

We are forwarding a copy of your letter to the surety and to the principal contractor.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 22 1967
OREGON
STATE HIGHWAY COMMISSION

Cec, please ack
FG

cc Continental Insurance Company
Commercial Insurance Agency
D & L Construction Company

Mr Query - Thought [illegible]
[illegible] paid in full [illegible]
[illegible] - Penny

NOTED
FLOYD QUERY

Phone 364-4157

Salesyard and Nursery
on 99E (Portland Hiway)
1 Mile South of Brooks

KNIGHT PEARCY NURSERY

MAIL ADDRESS: P.O. BOX 12
SALEM, OREGON

11/16/67

Secy State hiway comm
Salem Ore

De Dear Sir :-

On 2/6/67 we advised you that we were unable to collect from D and L co $55.25 for materials supplied them for planting on the hiway Screen planting on the Salem By Pass.

We are still unable to collect from either // and L or their surety. Please be advised of this situation.

Yours truly
Knight Pearcy

Knight Pearcy

#6864

RECEIVED
NOV 17 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 3 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
MAR 3 1967
CLAY MYERS
SECRETARY OF STATE

Claim File No. 4282

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 3 8 42 AM '67
CLAY MYERS
SECRETARY OF STATE

March 2, 1967

C. I. S. C. (1) [illegible]
P.O. Box 12
[illegible], Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of February 27, stating that D & L Construction Co. owes you $51.25 for plant materials. Your letter states that this material was furnished on the D & L Construction Co. Contract No. 6564 for screen planting on the [illegible] section of the Pacific Highway in Marion County.

The Continental Insurance Company through Commercial Insurance Agency, 681 Cottage N. E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

This contract was completed on December 3, 1966, but has not yet been accepted by the State Highway Commission.

Please let us know when your claim has been paid so that we may clear our records.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Continental Insurance Co.
Commercial Ins. Agency
D & L Construction Co.

Glenn L. Jackson
David B. Simpson
Hon. Clay Myers

Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
MAR 3 1967
OREGON
STATE HIGHWAY COMMISSION

Phone 394-4137

Salesyard and Nursery
on 99E (Portland Hiway)
1 Mile South of Brooks

KNIGHT PEARCY NURSERY

MAIL ADDRESS: P.O. BOX 12
SALEM, OREGON

Secy Floyd Query
State hiway comm
Salem Ore

2/27/67

#6264

Dear Sir :-

..Several weeks ago I wrote you advising that D and L const c o your contractors on the roads ide planting of Salem ByPass roadside planting job, had not paid for $551.25 worth of plant materials used on that job.I called by phone a day or two later asking you to disregard my letter as they had promised to pay that week.However I have been unable to collect a cent from these people so am filing this notice with you.

Yours truly
Knight Pearcy nursery

Knight Pearcy

RECEIVED
MAR 3 1967
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Mr. Query
C. H. MAISON, Auditor

RECEIVED
FEB 14 1967
FOR FILING

6864

Salesyard and Nursery
on 99E (Portland Hiway)
1 Mile South of Brooks

File

KNIGHT PEARCY NURSERY

MAIL ADDRESS: P.O. BOX 12
SALEM, OREGON
2/6/67

#6864

State Hiwey dept
Salem :re

Gentlemen:-

We furnished D and L construction co nurzery stocks to the amo unt of $551.85 which they used on your Salem Bypass screen planting job last fall. We have been unable to collect this money from them.

Yours truly
Knight Pearcy nursery

Kwight Pearcy

Cc

Pearcy phoned 2-6 and said he had received his money and for us to ignore this letter

F.C.

RECEIVED
FEB 15 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C W HEAD

Phone 364-4157

STATEMENT

KNIGHT PEARCY NURSERY

MAIL ADDRESS: P.O. BOX 12
SALEM, OREGON

Salesyard and Nursery
on 99E (Portland Hiway)
1 Mile South of Brooks

D and L const co
3710 Market st NE
Salem Ore

12/1/66

11/28/66	83 doiglas fir	$3.75	311.25	
	60 contorta pine 3/5	4.00	240.00	
				551.25

RECEIVED
JUN 30 1966

FOR FILING CJI-5(5)

Form CD-121 (11-63) (Prep. by A.C. 206-10) UNITED STATES GOVERNMENT

Memorandum

6164

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: June 24, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coorinator

SUBJECT: Oregon Project CJI-5(5)
Salem Bypass
Roadside Improvement (Landscaping)

As requested in Mr. Young's letter of June 21, 1966, advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 16, 1966, in the award of contract No. 6864 to D & L Construction Co. of Salem, Oregon, low bidder in the amount of $2,482.00 at the June 9, 1966, bid opening.

REFERRED TO
Young
Asst. State Hwy. Engr.
6-30-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 22 1966
FOI

CJI-5-5(1)
6664

June 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 10, 1966 is requested in the award of contract for the Salem Bypass Section, Project No. CJI-5(5).

The contractor receiving the award is D & L Construction Company of Salem in the amount of $2,482.00 with the Contract No. 6864 assigned. This bid was received on June 9, 1966 and awarded June 16, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. W. Chase
Federal Aid Engineer

DAR:kc

RECEIVED
JUN 20 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

CII-5-5 (1)
6864

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. POTTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 17, 1966

L. L. Construction Company
3110 Market Street N. E.
Salem, Oregon 97301

Gentlemen:

The State Highway Commission on June 16, 1966 awarded to you State Highway Contract No. 6864 for the following project:

Screen planting on the Salem By-pass Section of the Pacific Highway, east of Salem, in Marion County.

This award was based on your bid of $2,442.00 which was submitted to the Commission on June 9, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: F. D. Morgan
L. M. Young
C. D. Matthis (51 C)
Mark Astrup

Form CD-121 (11-58), (Prescribed by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

OJI-5-5(1)

TO 6864 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 18, 1966

In reply refer to: 08-35.EC

FROM : L. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Landscape and Scenic Enhancement Fund Program

L. L. Young's May 11, 1966 letter submitted three projects for inclusion in the Control of Junkyards portion of the subject program. The three Stage 2 projects are as follows:

Item	Project	Location	Work
1	CJF-47(1)	Willamina-Sheridan Interchange	Screening
2	CJF-5-5(1)	Salem By-pass	Screening
3	CJF-23(1)	Grand Ronde-Rogue River	Screening

Approval of these projects is granted effective this date; authorization to proceed with this work is granted simultaneously by separate memorandums.

This action reduces your unobligated balance of these "CJ" funds to $6,278.00, according to our records of this date.

REFERRED TO

By Asst. State Hwy. Engr.
5-23-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 31 1966

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 18, 1966

In reply refer to: 08-35.2-DA

TO 6864 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project CJI-5-5(1)
Salem Bypass Section
Roadside Improvement (Landscaping)

P. S. & E. documents for the subject project have been reviewed and are hereby approved, simultaneously with the program approval by separate memorandum. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use and further that control of access has been obtained with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's May 10, 1966 report.

Mr. Young's May 16, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

Attachment

REFERRED TO
Young w/end.
BY ASST. STATE HWY. ENGR
5-31-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P.O. Box 3503
Portland, Oregon 97208

CJ I-5-5(4)1
6864
J 4

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W ALDER STREET
PORTLAND

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Peas
Morelock
Trout
Scott
Wills
Litchfield
Olson

May 12, 1966

RECEIVED
MAY 13 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

In answer to your letter of May 3, 1966 in regards to three screening projects, we have no objection to this work.

The subject projects are:

Salem Bypass Section, Pacific Highway

Willamina-Sheridan Interchange

Grand Ronde-Rogue River Section

We also wish to acknowledge your second letter of May 3, 1966 relative to blanket clearance on certain projects. A revised agreement is in final form and will be brought to the attention of the Commission at their next meeting which will be held in two weeks. We assure you that action will be taken regarding this matter, and you should receive our proposal shortly.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

NOTED
F. B. KLABOE

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm
5/13/66 Copies to:
A. W. Parsons
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. R. Morelock
R. D. Asburry (6)

RECEIVED
MAY 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1966
FOR FILING

CJI 5-5(1)

6864

May 11, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Salem Bypass; CJI-5-5(1)
Grand Ronde; CJF-23(1)
Willamina-Salem; CJF-47(1)

Dear Sir:

We are submitting program data for the above-mentioned project, which we desire to have included in the Federal Aid Program "Highway Beautification Act of 1965".

We are forwarding the following information for each project:

Program Data, PR-1
Sketch Map
Cost Estimate
Contract Specifications
Contract Plans

We trust this will provide sufficient information to allow us to receive bids at our June 9, 1966 bid opening. Necessary status reports and certifications will be included in our normal letter requesting authorization to advertise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21-

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT	FUTURE (60)–(70)	YEAR (71)–(72)				
	1	I-5 MP 43.88 and MP 51.31 in Vicinity of Salem			13,200 12,500	35,600 33,700	86				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62		NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH Y (74)–(75)		
	Junkyard Screen Planting										
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME			
	Landscaping & Scenic Enhancement							Mario			
	NAME OF URBAN AREA 17-31							ROUTE NO. I	FEDERAL-AID I-5		

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST FEDERAL FUNDS (67)–(76)
1										
5					**PE**		I-5 MP 43.88 and MP 51.31 in vicinity of Salem (Salem By-Pass Section)			
5					**ROW**					
5					**CONST** (CODE) Y-023			0.0	2,514	1,885
								0.0	2,514	1,885

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)–(33)

For 37-B: On R/W-1; Zone-Z; R/W-F.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	13,200 12,500	35,600 33,700	86	08	Oregon	35	656	5

I Projects Only

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
					CJI-	5-5(1)			

COUNTY NAME: Marion — CODE: 047

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: — U.S.: I-5

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Junkyard screening consisting of planting trees.
0.0	2,514	1,885	629		ROW - 200' normal; Access Control - full; Parking Restrictions - complete.
0.0	2,514	1,885	629		

REMARKS The project consists of planting trees within the right of way to screen two junkyards adjacent to and on the east side of the highway at MP 41.88 and MP 51.31.

Additional Data - See Item 76, Project I-5-5(7)250

For 37-B: On R/W-1; Zone-Z; R/W-F.

USCOMM DUSCOMM-DC 48908-P61

CJF-23(1) Grand Ronde-Willamina Sec. 1966
CJF-47(1) of S[illegible] R. & Willamina-
#6865 Salem Hwys. (Screen Planting)

Monthly transaction number	FOR PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6-46		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
10		Polk
Modification number	(PPM 21-7) 6-12-68	Project number
1		CJF-23(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,298	$ 13,711
Federal funds	$ 9,223.00	$ 10,283.52
Other revisions		

This modification is made for the following reasons:

Final voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of June, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

STATE COPY

m Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	M PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE
7-12		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4 # 6865	*(PPM 21-7)* 7-11-66	Polk
		PROJECT NO. CJF-23(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Grande Ronde - Rogue River Section, Salmon River Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-66	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,298	$ 9,223.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

Oregon State Highway Department

Federal Aid
Project No. CJF-23(1)

GRAND RONDE - ROGUE RIVER SECTION OF THE

SALMON RIVER HIGHWAY IN POLK COUNTY

Project Agreement estimate.

Salem, Oregon, June 20, 1966

Type Code X023
Screening (Sta. 143+00 to Sta. 152+00)(Contract 6865)

General Excavation, Unclassified	130 cu.yds.	$ 2.75	$ 357.50
Trench Excavation	80 cu.yds.	2.75	220.00
Special Backfill in Drains	70 cu.yds.	8.00	560.00
Furnishing and Placing Topsoil	1,100 cu.yds.	3.50	3,850.00
6-inch Metal Perforated Drain Pipe	630 lin.ft.	2.00	1,260.00
Furnishing and Planting Shrubs	1,080 only	3.75	4,050.00
Inorganic Fertilizer, 10-16-8	6 cwt.	8.00	48.00
Manure Fertilizer	21 cu.yds.	10.00	210.00
Mulch	25 Unit	25.00	625.00
		Subtotal	$ 11,180.50
		10% Engr. & Cont.	$ 1,117.50
			$ 12,298.00

Length of Project 0.00 Mile

Federal Funds	$ 9,223.00
State Funds	3,075.00
Total	$ 12,298.00

State Funds for Const.: Chap. 175, Laws 1917; Chap 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. CJF-23(1)

GRAND RONDE-ROGUE RIVER SECTION OF THE

SALMON RIVER HIGHWAY IN POLK COUNTY

P.S. # E. estimate. Revised unit bid prices.

Salem, Oregon, May 27, 1966

Type Code Y023
Screening (Sta. 143+00 to Sta. 152+00)

General Excavation, Unclassified	130 cu.yds.	$ 3.00	$ 390.00
Trench Excavation	80 cu.yds.	5.00	400.00
Special Backfill in Drains	70 cu.yds.	8.00	560.00
Furnishing and Placing Topsoil	1,100 cu.yds.	4.00	4,400.00
6-inch Metal Perforated Drain Pipe	630 lin.ft.	3.00	1,890.00
Furnishing and Planting Shrubs	1,080 only	4.00	4,320.00
Inorganic Fertilizer, 10-16-8	6 cwt.	7.00	42.00
Manure Fertilizer	21 cu.yds.	7.00	147.00
Mulch	25 units	18.00	450.00
	Subtotal		$12,599.00
	10% Engr. & Cont.		1,259.00
	Total		$13,858.00

Length of Project - - - 0.00 Mile

Federal Funds -	$10,393.00
State Funds -	3,465.00
Total	$13,858.00

Oregon State Highway Department

Federal Aid
Project No. CJF-23(1)

GRAND RONDE - ROGUE RIVER SECTION OF THE

SALMON RIVER HIGHWAY IN POLK COUNTY

P. S. & E. Estimate.

Salem, Oregon, May 10, 1966

Type Code Y023
Screening (Sta. 143+00 to Sta. 152+00)

General Excavation, Unclassified	130 cu.yd.	3.00	$ 390.00
Trench Excavation	80 cu.yd.	5.00	400.00
Special Backfill in Drains	70 cu.yd.	8.00	560.00
Furnishing and Placing Topsoil	1,100 cu.yd.	3.00	3,300.00
6-inch Metal Perforated Drain Pipe	630 lin.ft.	3.00	1,890.00
Furnishing and Planting Shrubs	1,080 only	4.00	4,320.00
Inorganic Fertilizer, 10-16-8	6 c.w.t.	6.00	36.00
Manure Fertilizer	21 cu.yd.	6.00	126.00
Mulch	25 unit	18.00	450.00
	Subtotal		$ 11,472.00
	10% Engr. & Cont.		1,147.00
			$ 12,619.00

Length of Project --- 0.00 Mile.

Federal Funds	$ 9,464.00
State Funds	3,155.00
Total	$ 12,619.00

Monthly transaction number	FORM PR-2A (REV. 7-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6-47		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
10	(PPM 21-7) 6-1-2-C.4	Polk
Modification number		Project number
1		CUF-47(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,023	$ 3,385.71
Federal funds	$ 2,267.00	$ 2,539.28
Other revisions		

This modification is made for the following reasons:

Final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of June, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
7-13		COUNTY Polk
PROJECT REPORT NO. 4 H 6865	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7-11-66	PROJECT NO. CJF-47(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamina-Salem Hwy. at Willamina-Sheridan Interchange Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-66	0.00
OTHER (Specify)		

FUNDS Fed Rate 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,023	$ 2,267.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~A. W. Parsons~~
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

Oregon State Highway Department

Federal Aid
Project No. CJF-47(1)

WILLAMINA - SHERIDAN INTERCHANGE SECTION OF THE

WILLAMINA - SALEM HIGHWAY IN POLK COUNTY

Project agreement estimate.

Salem, Oregon, June 20, 1966.

Type Code X023
Screening (M.P. 0.3) (Contract 6865)

Furnishing and Planting Trees	160 only	12.00	$ 1,920.00
Furnishing and Planting Shrubs	100 only	3.75	375.00
Inorganic Fertilizer 10-16-8	3 cwt.	8.00	24.00
Manure Fertilizer	8 cu.yds.	10.00	80.00
Mulch	14 Unit	25.00	350.00
		Subtotal	$ 2,749.00
		10% Engr. & Cont.	274.00
		Total	$ 3,023.00

Length of Project 0.00 Mile.

Federal Funds	$ 2,267.00
State Funds	756.00
Total	$ 3,023.00

State Funds for Const.: Chap. 175, Laws 1917; Chap 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maintl: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. CJF-47(1)

WILLAMINA-SHERIDAN INTERCHANGE SECTION OF THE

WILLAMINA-SALEM HIGHWAY IN POLK COUNTY

Revised P.S. & E. estimate. Revised unit bid prices.

Salem, Oregon, May 27, 1966

Type Code T023
Screening (MP 0.3)

Furnishing and Planting Trees	160 only	$17.50	$2,800.00
Furnishing and Planting Shrubs	100 only	4.00	400.00
Inorganic Fertilizer, 10-16-8	3 cwt.	7.00	21.00
Manure Fertilizer	8 cu.yds.	7.00	56.00
Mulch	14 units	18.00	252.00
	Subtotal		$3,529.00
	10% Engr. & Cont.		352.00
	Total		$3,881.00

Length of Project - 0.00 Mile

Federal Funds	$2,910.00
State Funds	971.00
	$3,881.00

Oregon State Highway Department

Federal Aid
Project No. CJF-47(1)

WILLAMINA-SHERIDAN INTERCHANGE SECTION OF THE

WILLAMINA-SALEM HIGHWAY IN POLK COUNTY

P.S. & E. Estimate

Salem, Oregon, May 10, 1966

Type Code Y023
Screening (M.P. 0.3)

Furnishing and Planting Trees	160 only	$12.00	$ 1,920.00	
Furnishing and Planting Shrubs	100 only	4.00	400.00	
Inorganic Fertilizer 10-16-8	3 cwt.	6.00	18.00	50
Manure Fertilizer	8 cu.yd.	6.00	48.00	120
Mulch	14 unit	18.00	252.00	
		Subtotal	$ 2,638.00	3682
	10% Engr. &	Cont.	263.00	368
		Total	$ 2,901.00	11050

Length of Project - - - - - - - - - 0.00 mile

Federal Funds -	$ 2,175.00
State Funds -	726.00
Total	$ 2,901.00

RECEIVED
MAR 8 - 1968

CJF-23(1)
6865

March 7, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6865 awarded to Aichele Landscaping, Inc., for screen planting on the Grand Ronde-Willamina Section of the Salmon River and Willamina-Salem Highways in Polk County was completed on December 3, 1966, and accepted by the Highway Commission on March 6, 1968.

Final payment in the amount of $1,282.26 will be released to the contractor after March 14, 1968. The total contract amount is $13,862.65 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 7 - 1968
FOR FILING
CJF-23(1)
6865

March 6, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 3, 1966 on Contract No. 6865. The contract was with Aichele Landscaping, Inc. and was for screen planting on the Grand Ronde-Willamina Section of the Salmon River and Willamina-Salem Highways in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 6, 1968 and that you concur in this procedure at the Commission meeting on April 16, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

jes jes

quarterly letter 3-7-68

CJF-23(1) 6865 C

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Grand Ronde - Willamina	WEEK ENDING: January 20, 1968
		SECTION PREFIX: 27-0701
	HIGHWAY: Salmon River, and Willamina-Salem	COUNTY: Polk
NAME OF JOB: Grand Ronde - Willamina	KIND OF WORK: Screen Planting	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 6865	FEDERAL AID PROJECT NUMBER: CJF-23(1) & CJF-47(1)
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: October 13, 1966	ESTIMATED COMPLETION DATE: Completed 12/3/66
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 150
	SPECIFIED COMPLETION DATE Calendar day count began 7/7/66	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 15,670.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 14,556.32	ENGINEERING AUTHORIZATION $ 1,114.36	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 13,862.65	ENGINEERING COST TO DATE $ 2,878.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 107
ESTIMATED PERCENT: OVERRUN +6.83%	PERCENT OF AUTHORIZATION 258 %	DATE PROJECT WAS COMPLETED: December 3, 1966

Semi-Final submitted December 22, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.	Planting	Topsoil
	100	100				100	100

	GRADING	Planting	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Topsoil
MILES IN PROJECT	0.17	0.17			0.17
MILES PARTIALLY COMPLETED	0.17	0.17			0.17
MILES COMPLETED	0.17	0.17			0.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	150 C.Y.	1,340 each			1,100 C.Y.
TOTAL QUANTITIES CORRECTED TO DATE	117	1,231			1,130
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	117	1,231			1,130
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	"End of Establishment Period" replanting & Clean-up work completed January 1, 1968.				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cl'dy & Lt.Shw'rs.	No		Contract work complete.
MONDAY	Rain - Cloudy	No		
TUESDAY	Rain-Snow Shw'rs.	No		
WEDNESDAY		No		
THURSDAY		No		
FRIDAY		No		
SATURDAY		No		

Routing: Morgan, Decker, Bond, Barbee, Walker, Clem, Swan, Parker, Merrick, Trout, Scott, Wills, Litchfield, Olson

RECEIVED JAN. 1 CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	"
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	"

REMARKS

Project is all complete and inspected but acceptance is pending on approval of two Price [redacted] Agreements. Price agreements covering undersize plants and change in staking trees were mailed to Contractor Monday, Jan. 15th and have not been returned to date.

SIGNED [signature] LOCATION McMinnville

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 30 1968
PORTLAND

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

CJF-23(1)
6865

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 15, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 6865
Profix 27-0701
FAP CJF-23(1); CJF-47(1)

Dear Sir:

The replacement planting work under Contract No. 6865, Grand Ronde-Willamina Section of the Salmon River and Willamina-Salem Highways in Polk County, was completed January 5, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 1-18-68

Conditions noted on above date:

None

GKH:

Young
1-22-68

A. W. Parsons
Division Engineer

By: E. J. Valach
E. J. Valach
District Engineer

cc: Forrest Cooper
L. H. Young

NOTED
F. B. KLABOE

RECEIVED
JAN 19 1968
OFFICE OF

RECEIVED JAN 30 1968 Region 1 Wash DC

(REV. 8-66) FINAL CONSTRUCTION INSPECTION REPORT
INTERMEDIATE CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

BUREAU OF PUBLIC ROADS

For Final

nig

REGION NO.	REPORT NO.	COUNTY	STATE
10	CJF-23(1)	Polk	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
1-11-68	Glenn K. Mossner, Area Engr		CJF-23(1) & 47(1)
IN COMPANY WITH			
See below			

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

GRAND RONDE - WILLAMINA SECTION
Screen Planting

This inspection was made in company with:

E. Fox, contractor's representative
E. A. Neola, Landscape Architect, OSHD
G. W. Wimer, Asst Div Engr, OSHD
Ross Harris, Res Engr, OSHD
E. J. Hall, Res Engr, OSHD
George Scott, Inspector, OSHD

NOTED F.B. KLABOE

All contract work was completed on this project on January 4, 1968. The work was accepted as complete on that date, subject to the following:

A Price Agreement will be negotiated and executed covering a small number of under-sized plants and a change in the supporting members for the evergreen trees. An appropriate price reduction will be made for the under-sized plants, which are considered otherwise acceptable. The contractor will be allowed to use wooden stakes to support the evergreen trees in lieu of guy wires.

With the exception of the above-mentioned items the work was found to be completed in substantial conformance with the governing specifications. The planted material was checked at random for size and number, with no other discrepancies being noted.

There will be a small overrun in the overall contract cost.

The Final Report will be submitted upon satisfactory resolution of the above-mentioned items and receipt of other necessary supporting documents.

morgan 1-22-68

RECEIVED JAN 22 1968

EDITION OF 8-60 MAY BE USED

RECEIVED
JUN 30 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.D. 206-10) UNITED STATES GOVERNMENT

Memorandum

KLABDE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6865 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 24, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project CJF-23(1) and CJF-47(1)
Grand Ronde - Willamina Section
Screen Planting

As requested in Mr. Young's letter of June 21, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 16, 1966 in the award of contract No. 6865 to Aichele Landscaping, Inc., of Portland, Oregon, low bidder in the amount of $13,929.50 at the June 9, 1966 bid opening.

REFERRED TO
Young
Asst. St. State Hwy. Engr.
6-30-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 22 1966
FOR FILING
CJF-23(1)
865

June 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 10, 1966 is requested in the award of contract for the Grand Ronde - Willamina Section, Project No. CJF-23(1) and CJF-47(1).

The contractor receiving the award is Aichele Landscaping Inc. of Portland in the amount of $13,929.50 with the Contract No. 6865 assigned. This bid was received on June 9, 1966 and awarded June 16, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. H. Chase
Federal Aid Engineer

DAR:kc

RECEIVED
JUN 20 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, Chairman
MEDFORD
KENNETH N. FRIDLEY, Member
BAKER
DAVID B. SIMPSON, Member
PORTLAND
FLOYD QUERY, Secretary
SALEN

CHF-23 (1)

6865

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 17, 1966

Nichols Landscaping, Inc.
11360 S. W. Stevens Road
Portland, Oregon

Gentlemen:

The State Highway Commission on June 16, 1966 awarded to you State Highway Contract No. 6865 for the following project:

Screen planting on the Grand Ronde-Willamina Section of the Salmon River and Willamina-Salem Highways, near Grand Ronde, in Polk County.

This award was based on your bid of $13,929.10 which was submitted to the Commission on June 9, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: P. D. Morgan
L. R. Young
C. D. Mattis (SI-C)
Mark Astrup

RECEIVED
MAY 25 1966

K L ABOE

FORM NO. (11-63) (Pres. by A.O. 206-10)

FOR THE UNITED STATES GOVERNMENT

Memorandum

(OF-23(1)
6865

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 18, 1966

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects CJF-23(1) and CJF-47(1)
Grande Ronde-Rogue River and
Willamina-Sheridan Sections
Screen planting

P. S. & E. documents for the subject projects which have been combined for contract purposes, have been reviewed and are hereby approved simultaneously with the program approval by separate memorandum. You are authorized to advertise the projects for bids.
Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's May 10, 1966 reports.

Mr. Young's May 16, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

Signed copies of the title sheets are returned herewith.

RECEIVED
U.S. PUBLIC ROADS

Attachments

REFERRED TO w/ encl.
By Asst. State Hwy. Engr. 5-23-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

CJF 23(1)

6865

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

Morgan
Bond
Barboo
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

May 12, 1966

RECEIVED
MAY 13 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

In answer to your letter of May 3, 1966 in regards to three screening projects, we have no objection to this work.

The subject projects are:

Salem Bypass Section, Pacific Highway

Willamina-Sheridan Interchange

Grand Ronde-Rogue River Section

We also wish to acknowledge your second letter of May 3, 1966 relative to blanket clearance on certain projects. A revised agreement is in final form and will be brought to the attention of the Commission at their next meeting which will be held in two weeks. We assure you that action will be taken regarding this matter, and you should receive our proposal shortly.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm
5/13/66 Copies to:
A. W. Parsons
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
R. D. Asburry (6)

F-23(1)

6865

DAR:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

FEDERAL-AID PR

(PPM 21

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)
CARD 2	1	SR 18 0.8 mi. W. of Grand Ronde	ADT	3,600	6,800	86

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 23 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)
CARD 3	Junkyard Screen Planting							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Landscaping and Scenic Enhancement	
	NAME OF URBAN AREA 17-31	ROUTE NO. F / FEDERAL-AID 23

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COS TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COS FEDERAL FUNDS (67)(76)
1										
5					PE		SR 18 0.8 mi. W. of Grand Ronde (Grand Ronde-Rogue River (MP 20.7) Section)			
5					ROW					
5					CONST (CODE) Y023			0.00	12,619	9,464
							PROJECT TOTALS	0.00	12,619	9,464

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES (16)(23)(24)(33)

furnishing and placing topsoil and construc
pose of screening a junkyard adjacent to ar
will be done within the R/W limits. This s
For 37B: On R/W-1; Zone-U; ROW-F.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		3,600	6,800 (66) (70)	86 (71) (72)	08	Oregon	35 (2) (3)	656 (4) (9)	6 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(70)	(71)	(72) (73)	(74) (75)	CJF 14 23	23(1) 7 13		(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Polk (14) (16)	053	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
F	23 (32)	39 (36) (37)	(41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Junkyard screening consisting of planting shrubs, topsoil and required drainage.
					ROW - 80' normal; access control - none; parking restrictions - none.
0.00	12,619	9,464	3,155		
0.00	12,619	9,464	3,155		
(18)	(23) (24)	(33)			

REMARKS This project consists of planting shrubs, furnishing and placing topsoil and construction of drainage facilities as required for the purpose of screening a junkyard adjacent to and on the northerly side of the highway. All planting will be done within the R/W limits. This section of hwy. constructed under Project FAP 159-A. For 37B: On R/W-1; Zone-U; ROW-F.

USCOMM DUSCOMM-DC 48908-P61

35-1115 Mountain Trk.- [illegible] Sec. [illegible]
of Ochoco Hwy. (Grant & Jay.)
#6866

RECEIVED
DEC 9 - 1966
FOR FILING

35-1115
1866

December 8, 1966

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 6066 awarded to Page Paving Company for grading and paving on the Mountain Creek-John Day River Section of the Cohoco Highway in Wheeler and Grant Counties was completed on October 4, 1966, and accepted by the Highway Commission on December 7, 1966.

Final payment in the amount of $7,902.14 will be released to the contractor after December 15, 1966. The total contract amount is $226,235.07 including $1,767.69 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cleary, Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

L. H. Young
C. H. Maleon
Attn: John Herr

RECEIVED
DEC 7 - 1966
FOR FILING

35 1115
6866

December 7, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 4, 1966, on Contract No. 6866. The contract was with Page Paving Company and was for grading and paving on the Mountain Creek-John Day River Section of the Ochoco Highway in Wheeler and Grant Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 7, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam
A. F. Parson

bg

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mountain Creek - John Day River		WEEK ENDING: Oct. 29, 1966
		SECTION PREFIX: 35-1115
HIGHWAY: Ochoco		COUNTY: Wheeler and Grant
NAME OF JOB: Mountain Creek - John Day River	KIND OF WORK: Grading and Paving	
CONTRACTOR: Page Paving Co.	CONTRACT NUMBER: 6866	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: July 12, 1966	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 90
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $240,658.31	ENGINEERING AUTHORIZATION $17,113.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $223,544.83	ENGINEERING COST TO DATE $9,820.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $226,000.00		DATE PROJECT WAS COMPLETED: Oct. 4, 1966
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 57 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.96	7.96			7.96
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.96	7.96			7.96
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$19,550	7,200CY			22000T 1200T
TOTAL QUANTITIES CORRECTED TO DATE	19,550	8,700			22000 1260
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,550	8,700			22000 1260
AVERAGE DAILY QUANTITIES	c	o m	p l	e t	e d
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Testing
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed 10-4-66.

P.A. # 2 approved. Rock will be moved next week and semifinal submitted.

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUN 20 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Eugene
KENNETH H. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

25-1115
6866

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

June 17, 1966

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on June 16, 1966 awarded to you State Highway Contract No. 6866 for the following project:

Grading and paving on the Mountain Creek-John Day River Section of the Dehoco Highway, east of Mitchell, in Wheeler and Grant Counties.

This award was based on your bid of $212,916.00 which was submitted to the Commission on June 9, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: F. D. Morgan
L. M. Young
C. D. Mattbie (61-C)

S-1123 6867 Myrtle Pt.-Powers Jct. Sec. of Coos Bay-Roseburg Hwy. (Grad. & Pav.) 1966

C9A
C780 T3

RECEIVED
OCT 22 1968
STATE OF OREGON

Claim File No. C-401

FILED
OCT 16 1968
CLAY MYERS
SECRETARY OF STATE

RECEIVED
OCT 16 3 39 PM '68
CLAY MYERS
SECRETARY OF STATE

C-1123

6867

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 15, 1968

Mr. Maurice V. Engelgau
Attorney at Law
Post Office Box 338
Coquille, Oregon 97423

NOTED ON CARD

Dear Mr. Engelgau:

This is to acknowledge receipt of your letter of October 8 stating that S. A. Hutchins & Associates Construction Company owes your clients, Thomas D. and Dorothy Guerin, as the result of the contractor's rock excavation in the amount of $6,000.

This appears to be in connection with S. A. Hutchins & Associates Construction Company, Contract No. 6867 for grading and paving on Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County.

The Reliance Insurance Company through Jewett, Barton, Leavy & Kern, Failing Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please inform us when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Reliance Insurance Company
Jewett, Barton, Leavy & Kern
S. A. Hutchins & Associates Construction Company
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
OCT 17 1968
STATE HIGHWAY COMMISSION

MAURICE V. ENGELGAU
ATTORNEY AT LAW
295 NORTH BAXTER STREET
POST OFFICE BOX 338
COQUILLE, OREGON 97423
TELEPHONE 396-4312

October 8, 1968

State Highway Department
State of Oregon
Salem, Oregon 97310

RE: S. A. Hutchins and Associates Construction Co.
Contract No. 6867 in Coos County

Gentlemen:

With reference to the above contract, in the performance of the same the contractor has damaged my clients, Thomas D. and Dorothy Guerin, as the result of his rock excavation, in the sum of $6,000.00. It would be appreciated if you would assist in seeing that this matter is taken care of by the contractor or its bondsman.

Very truly yours,

Maurice V. Engelgau

MAURICE V. ENGELGAU

MVE/lg
cc: Mr. & Mrs. T. D. Guerin
S. A. Hutchins and Associates

RECEIVED
OCT 18 1968
HIGHWAY ENGINEERING
6-1123
6867

PHONE
RESIDENCE
672-1592

S. A. Hutchins and Associates

CONSTRUCTION CO.

P.O. BOX 190
Interstate 5 at Sutherlin Exit
SUTHERLIN, OREGON 97479

PHONE:
ROSEBURG 672-4881
SUTHERLIN 459-2244

October 9, 1968

Maurice V. Engelgau
P.O. Box 338
Coquille, Oregon 97423

Dear Mr. Engelgau

In regard to us having damaged the Guerin properties as a result of our rock excavation, this is the first we have heard of damaging anybody regarding this project.

I certainly don't understand you writing to the State Highway Department for damages without first even consulting us or writing us a letter about these alleged damages.

This rock was crushed under a sub-contract by Ray L. Houck Sons, Inc. did the crushing on the project. If this is what you are referring to. It is certainly a surprise to us, as we do not know what you are talking about.

Very truly yours,

S A Hutchins

Selmar A. Hutchins
President

SAH/mp
cc: Oregon State Highway Department

NOTED
FLOYD QUERY

RECEIVED
OCT 10 1968
STATE HIGHWAY COMMISSION

RECEIVED
SEP 23 1968
FOR FILING

6-1123

6867

September 20, 1968

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308

Attention: Mr. C. T. Houck
Vice-President

Gentlemen:

Thank you for your letter of September 19 and attached copy of "Notice of Release" stating that you have received from the S. A. Hutchins & Associates Construction Company $8,586.82.

You stated this is in reference to your recent "Notice of Claim" which was filed against the S. A. Hutchins & Associates Construction Company, Contract No. 6867 for grading and paving on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County.

We will advise all interested parties of the receipt of your letter.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Reliance Insurance Company
Jewett, Barton, Leavy & Kern
S. A. Hutchins & Associates Construction Company
Commissioners
CWH:cr

NOTED ON CARD
9-20-68
CR

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
1158 CHEMEKETA ST. N.E. SALEM, OREGON 97308
P.O. BOX 671 PHONE 585-5950

NOTICE OF RELEASE

NOTICE IS HEREBY GIVEN that the Undersigned, ROY L. HOUCK SONS' CORPORATION, has received from the S. A. HUTCHINS & ASSOCIATES CONSTRUCTION COMPANY, the sum of $8,586.82, which is payment in full of all monies owing and due on Oregon State Highway Contract #6867.

C. T. Houck
Vice-President

NOTED
FLOYD QUERY

RECEIVED
SEP 20 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 17 1968
FOR FILING

6-1123

6867

September 17, 1968

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

NOTED ON CARD
WLN

Gentlemen:

This is to acknowledge receipt of your Notice of Claim which states that Selmer Hutchins & Associates Construction Company owes you $8,386.82 plus interest for aggregate production costs.

This appears to be in reference to the S. A. Hutchins & Associates Construction Company Contract No. 6867 for grading and paving on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County.

The Reliance Insurance Company through Jewett, Barton, Leavy & Kern, Failing Building, Portland, furnished the performance bond on this contract. The Secretary of State's Office informed us that this claim was filed in their office on Friday, September 13, 1968, and was assigned their File No. 4998.

Please advise us when your claim has been satisfied.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:wln
cc Reliance Insurance Company
Jewett, Barton, Leavy & Kern
S. A. Hutchins & Assoc. Constr. Co.
Hon. Clay Myers
Commission

NOTICE OF CLAIM

(Oregon State Highway Contract No. 6867)

TO: Secretary of State, State of Oregon
and
Clerk, Oregon State Highway Commission, Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, ROY L. HOUCK SONS' CORPORATION, an Oregon Corporation, with its principal office and place of business in Salem, Oregon, has a claim for aggregate production costs, as part of Oregon State Highway Contract No. 6867 - Myrtle Point to Powers Junction Section of Coos Bay-Roseburg Highway, Coos County, Oregon, under authority of a subcontract between ROY L. HOUCK SONS' CORPORATION and SELMAR HUTCHINS & ASSOCIATES CONSTRUCTION COMPANY, for which aggregate production costs SELMAR HUTCHINS & ASSOCIATES CONSTRUCTION COMPANY is indebted to ROY L. HOUCK SONS' CORPORATION for the sum of $8,586.82, no part of which has been paid, leaving a balance of $8,586.82 plus interest at 7% per annum from March 25, 1968, until paid, which sum ROY L. HOUCK SONS' CORPORATION claims against the bond taken from SELMAR HUTCHINS & ASSOCIATES CONSTRUCTION COMPANY as principal and RELIABLE INSURANCE COMPANY as surety, for work specified in Oregon State Highway Contract No. 6867.

Dated this 13 day of September, 1968.

ROY L. HOUCK SONS' CORPORATION

BY _____

Subscribed and sworn to before me this 13th day of Sept, 1968 in the State of Oregon and County of Marion.

_____
NOTARY PUBLIC FOR OREGON
My Commission Expires Dec. 23, 1968

Receipt of the above notice is hereby acknowledged the _____ day of _____, 1968.

OREGON STATE HIGHWAY COMMISSION

BY _____

_____
Title

RECEIVED
SEP 13 1968
OREGON
STATE HIGHWAY COMMISSION

Filed with Sec. of State
Sept. 13, 1968 — File No. 4398

RECEIVED
JUL 31 1968
FOR FILING

6-1123

6867

July 29, 1968

Mr. T. D. Querin
Bridge Rte., Box 26
Myrtle Point, Oregon

NOTED ON CARD
(w-f...)

Dear Mr. Querin:

Thank you for your letter of July 25 informing us that you have received $596.67 from Selmar A. Hutchins and Associates.

This appears to be in reference to your claim for rock which was filed with the Secretary of State on July 17, 1968. Our records indicate that this was the S. A. Hutchins & Associates Construction Company Contract No. 6067 for grading and paving on the Myrtle Point-Powers Junction section of the Coos Bay-Roseburg Highway in Coos County.

We will advise all interested parties of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWHswln

cc Reliance Insurance Company
Jewett, Barton, Leavy & Kern
S. A. Hutchins & Assoc. Constr. Co.
Commission

Bridge Rte. Box 26
Myrtle Point, Oreg.
July 25, 1968

Oregon State Highway Commission
Salem, Oregon

Att: Floyd Query

This is to advise that we have received the $596.67 from Selmar A. Hutchins and Asso.

Thanks for your interest in this matter.

Very truly yours,

T. D. Guerin

T. D. Guerin

NOTED
FLOYD QUERY

RECEIVED
JUL 26 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 18 1968
FOR FILING

PHONE
RESIDENCE
672-1592

6-1123

6867

S. A. Hutchins and Associates
CONSTRUCTION CO.
P.O. BOX 190
Interstate 5 at Sutherlin Exit
SUTHERLIN, OREGON 97479

PHONE:
ROSEBURG 672-4881
SUTHERLIN 459-2244

July 17, 1968

Contract 6867

Mr. T. D. Guerin
Bridge Route, Box 26
Myrtle Point, Oregon 97458

Dear Mr. Guerin:

With reference to your letter of June 21, 1968. I had instructed Mr. Brittain to pay this bill and presumed it had been paid. However, Mr. Brittain is away now on his vacation.

Therefore, if another check has gotten to you by now, please return it, as we are sending you another one.

Very truly yours,

Selmar A. Hutchins
President

SAH/wp
Enclosure
cc: Reliance Insurance Co.
Oregon State Highway Department

NOTED
FLOYD QUERY

RECEIVED
JUL 18 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 18 1968

FORM E-1

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

6-1-123
6267

FILED
JUL 1 7 1968
CLAY MYERS
SECRETARY OF STATE

Claim File #4392

RECEIVED
JUL 17 8 51 AM '68
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 16, 1968

Mr. T. D. Guerin
Bridge Route Box 26
Myrtle Point, Oregon 97458

NOTED ON CARD

Dear Mr. Guerin:

This is to acknowledge receipt of your letter of July 12 and attached copy of your letter to S. A. Hutchins and Associates stating that they owe you a balance of $596.67 on a rock contract.

This appears to be in connection with the S. A. Hutchins and Associates Construction Company Contract No. 6867 for grading and paving the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County.

The Reliance Insurance Company through Jewett, Barton, Leavy and Kern, Failing Building, Portland, Oregon, furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. We will advise all parties of the receipt of your claim and we will forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc S. A. Hutchins & Assoc. Constr. Co.
Reliance Insurance Company
Jewett, Barton, Leavy & Kern
Hon. Clay Myers - Please acknowledge the attached claim on the enclosed copy of this letter.

RECEIVED
JUL 18 1968
OREGON
STATE HIGHWAY COMMISSION

6-21-68

S. A. Hutchins & Associates
Interstate 5 & Highway 138
Sutherlin, Oregon

Dear Mr. Hutchins:

The following is a summary of the quantities of rock which you removed from my property and the amount which you have paid for under the terms and conditions of our Agreement:

	Amount	Dollars
Base Materials Item 14	36,936.22 T @ 20¢/T	$ 7,387.24
Rejects	2,037.73 T @ 20¢/T	$ 411.54
Rip Rap	870.00 T @ 20¢/T	$ 174.00
		$ 7,972.78
Total of all Monies Received from S. A. Hutchins---		$ 7,376.11
Please pay this amount-------		$ 596.67

As you know, this job has been completed for some time and the remainders of the monies you owe me has been due and payable a relatively long period of time. It is causing me undue hardship because of my financial commitments and unless the before mentioned sum is paid in its entirety very shortly, I will be forced to seek what ever remedies are available to me to collect this past due account.

Yours very truly,

Tom D. Guerin

RECEIVED
JUL 18 1968
FOR FILING
6-1123
6867
FILED
JUL 15 1968
CLAY MYERS
SECRETARY OF STATE

Claim File No. 4391

FORM E-123
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUL 15 3 58 PM '68
CLAY MYERS
SECRETARY OF STATE

July 15, 1968

Chevron Asphalt Company
P. O. Box 4424
Portland, Oregon 97208

Attention: Mr. Robert A. Briggs
District Manager

NOTED ON CARD

Gentlemen:

This is in reply to your letter of July 3 informing us Selmar A. Hutchins and Associates owes you for petroleum products in the amount of $9,898.25.

This appears to be in connection with the S. A. Hutchins & Associates Construction Company Contract No. 6867 for grading and paving on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County.

The Reliance Insurance Company through Jewett, Barton, Leavy & Kern, Failing Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Reliance Insurance Company
Jewett, Barton, Leavy & Kern
S. A. Hutchins & Assoc. Constr. Co.
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
JUL 17 1968
OREGON
STATE HIGHWAY COMMISSION

CHEVRON ASPHALT COMPANY
5501 N.W. FRONT AVENUE
P. O. BOX 4424 PORTLAND OREGON 97208
TELEPHONE: 222-4256

July 3, 1968

To: THE STATE OF OREGON

NOTICE IS HEREBY GIVEN that Chevron Asphalt Company has a claim for materials, namely, petroleum products furnished to Selmar A. Hutchins and Associates, in the sum of $9,898.25, against the bond taken from Selmar A. Hutchins and Associates as Principal, and Reliance Insurance Company as Surety, for the work of 2.54 miles improvement on the Myrtle Point - Powers Junction Section of the Coos Bay Roseburg Highway in Coos County, Oregon. Contract No. 6867.

Dated this 3rd day of July, 1968

CHEVRON ASPHALT COMPANY

Robert A. Briggs

Robert A. Briggs
District Manager

RECEIVED
APR 24 1968
FOR FILING

6-1122

6867

April 23, 1968

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,832.30 will be made to S. A. Hutchins & Associates Construction Company on Contract No. 6867 for grading and paving on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,204,615.53, including the post-final payment. Of the total $16,219.08 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ

cc: S. A. Hutchins & Associates
Construction Company
P. O. Box 190
Sutherlin, Oregon 97479

Jewett, Barton, Leavy & Kern
Failing Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAR 20 1968
FOR FILING
6-1123
6867

March 18, 1968

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6867 awarded to S. A. Hutchins & Associates Construction Company for grading and paving on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County was completed on October 6, 1967, and accepted by the Highway Commission on March 15, 1968.

Final payment in the amount of $36,068.78 will be released to the contractor after March 25, 1968. The total contract amount is $1,202,783.23 including $16,219.08 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

wln

cc S. A. Hutchins & Associates Construction Co.
P. O. Box 190
Sutherlin, Oregon 97479

Jewett, Barton, Leavy & Kern
Failing Building
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 18 1968
FOR FILING

6-1123

6867

March 15, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 6, 1967, on Contract No. 6867. The contract was with S. A. Hutchins & Associates Construction Company and was for grading and paving on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 15, 1968, and that you concur in this procedure at the Commission meeting on April 16.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klabee
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Kenney

srb jes

RECEIVED
JAN 11 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID E. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

6-1123
6867

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 9, 1968

S. A. Hutchins and Associates
P. O. Box 190
Interstate 5 at Sutherlin Exit
Sutherlin, Oregon 97479

ATTENTION: Mr. Selmar A. Hutchins

Gentlemen:

Your November 29, 1967 letter and invoice in the amount of $1,832.50 covering your winter maintenance costs on the Myrtle Point-Powers Junction Contract No. 6867 have been referred to this office for consideration. We believe the responsibility for this maintenance work is covered by the contract specifications. Section 4-8 sets forth the idea that maintenance of suitable roadways is the contractor's obligation. Ordinarily, the only way the contractor can be relieved of this obligation is through an ordered shutdown. When this occurs, Section 8-6 specifically states that the State will assume the maintenance obligation.

The time allotment on this project was on a calendar day basis with every day counted. No shutdown order was issued because the project obviously was expected to go through one winter season during the life of the contract. Therefore, after careful consideration, we must respectfully deny your request for additional compensation. This letter constitutes formal rejection of your claim in accordance with Section 9-16 of the specifications.

If you wish to pursue this matter further, you may make a written request for review by our Claims Review Board. Under this procedure, you could appear before this five-member Board to informally present your argument. Such a request for review should be directed to the attention of Mr. John Bond, Secretary, Claims Review Board, State Highway Building, Salem, Oregon 97310.

Very truly yours,

JAB:ss:fw

bc: F. B. Klaboe
L. R. Chandler

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

E-1123
6867

FORM E-1 (REV. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Myrtle Point-Powers Jct.		WEEK ENDING: January 5, 1968
HIGHWAY: Coos Bay - Roseburg		SECTION PREFIX: 6-1123
		COUNTY: Coos
NAME OF JOB: Myrtle Point - Powers Junction	KIND OF WORK: Grading and Paving	
CONTRACTOR: S. A. Hutchins and Assoc. Constr. Co.	CONTRACT NUMBER: 6867	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: July 5, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 454	CALENDAR DAYS USED 454
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $1,317,431.17		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,212,468.15	ENGINEERING AUTHORIZATION $104,963.02	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,212,444.87	ENGINEERING COST TO DATE $124,618.74	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 119 %	DATE PROJECT WAS COMPLETED: October 6, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	none		

	GRADING	SURFACING	MAINTENANCE MATERIALS (C.T.B.)	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.54	2.54	1.27		2.54
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.54	2.54	1.27		2.54
TOTAL ESTIMATED QUANTITIES (CONTRACT)	118,000 cy	84,300 ton	8,600 ton		15,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	214,500 cy	83,600 ton	10,400 ton		15,000 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	214,500 cy	83,600 ton	10,400 ton		15,000 ton
AVERAGE DAILY QUANTITIES	472 cy	184 ton	23 ton		33 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Barbee
Walker
Olsen
Swan
Brock
Trout
Scot
Wi
Mitchell
Olson

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JAN 8
CONSTRUCTION
DIVISION
BEN CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate is completed and will be delivered to the Division Office first part of next week.

FINAL REPORT.

Bobby D. Johnson, Res. Engr.

by/ SIGNED Bobby D. Johnson LOCATION Coquille
Asst. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 5 - 1968

Form 6

6-1125

6867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 2, 1968
Salem, Oregon

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

SUBJECT: Myrtle Point-Powers Jct.
Contract No. 6867
Contractor's Claim
Winter Maintenance

S. A. Hutchins & Associates Construction Company, prime contractor on the subject project, seeks additional compensation in the amount of $1832.50 as their cost of maintaining the project during the 66-67 winter. The contractor did this work under protest so we had opportunity to observe the work and account for the cost thereof as it occurred. The amount, therefore, is not in contention. We agree that the contractor spent this amount of money on traffic service maintenance during the period that construction activity was dormant. This expense was mostly for blading a rock surface. In November, 1966, an unplanned double binder was authorized but weather never permitted its application.

We recommended at the time (in December, 1966) against the State taking over the winter maintenance at its own expense, purely on the basis of the specifications. Section 4, Scope of Work, particularly Section 4-8 sets forth the idea that maintenance of suitable roadways is the contractor's obligation (a copy of this section with some pertinent wording underlined is attached). We believe the specifications make this a part of the contract package unless we specifically delete it by means of a stop work order, which was deliberately not done on this project. It was contracted in June of 1966 with 370 calendar days allowed so it obviously was expected to go through a winter season.

You will note the Division Engineer recommends that this claim be paid. The only reason we find to do so would be to confirm and support an instruction that was apparently given to the contractor at the field level as indicated at the top of Page 2 of the Division Engineer's December 12 letter.

A deliberate change of policy would presumably have to be covered by a change in specifications, Section 1.4.7 of the 1954 specs is also attached. The main difference between that and the current specs is the current reference to the shut down provisions. If anything, this strengthens the argument that maintenance is the contractor's obligation until we relieve him of it only by a shut down order. I have been unable to substantiate or document any deliberate change in policy on maintenance.

NOTED
F. B. KLABOE

Our effort over a period of time to provide better detours and surfaces for traffic has resulted in more stage construction and planned detour surfaces, so there are probably fewer occasions now where traffic has to run on rock surfaces for extended periods. We expect fewer shut down orders under the current calendar workday time spec which incorporates a 3 month winter dormancy.

The only other project we know of where this same situation is at issue is Burnside-Big Creek. On that project also there was some winter maintenance when there was no shut down order and the contractor has absorbed the cost under protest.

As stated above, we recommend against payment for this maintenance. Do you believe this would be a proper matter to submit to the Claims Review Board?

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss
Enclosures

NOTE TO BOND 1-5-68

Yes, if the contractor wants to pursue it.

FBK

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OFFICE OF
STATE HIGHWAY ENGINEER

price tendered therefor in the proposal. Unless otherwise specified, no direct payment will be made to the contractor for the removal of existing structures, part of a structure, or obstruction above the ground surface. Compensation for the same shall be understood to be included in the payments which the contractor will receive for other work to be done under the contract.

4-8 Provisions for Traffic

Subject to the provisions of Article 8-6, the work to be done by the contractor shall include the work of making adequate and thoroughly satisfactory provision for the traffic carried by such private and public roads, highways and streets as are traversed, crossed or interfered with in any way by the new construction. This work shall include the furnishing of whatever labor, materials, tools and equipment may be necessary to provide and maintain suitable roadways over which to handle the traffic, and the furnishing of such labor, materials, tools and equipment, including flagmen, lights, barricades, warning signs, et cetera, as may be necessary to satisfactorily control, guide, protect and safeguard traffic.

Payment for the furnishing of flagmen and pilot car operators, lights, barricades, signs and signals will be made on the basis set forth in Article 7-30 of the standard specifications. Payment for watering work will be made on the basis set forth in Section 108, when such watering work would normally be classed as a pay item as therein provided.

Subject to the provisions of Article 8-6, payment for all other work involved in providing and maintaining the suitable roadways and in furnishing the things enumerated above as necessary to control, guide, protect and safeguard the traffic will not be made as direct payments to the contractor, it being understood that compensation therefor has been included in the contractor's bid prices for some one or another of the items listed in the contract bid schedule; except that when the plans and special provisions indicate and provide that such work is to be performed as contract work to be paid for directly by units and items, the same as other contract work, then and in that event, the work shall be performed and will be paid for on the same basis as is set forth for similar work called for under the contract and for which direct payment is to be made at the applicable contract unit prices listed in the bid schedule.

4-9 Maintenance of Detours Over Public Roads

The detouring of traffic over existing public roads will be permitted, if the engineer determines that the public roads to be used are suitable and satisfactory in all respects and do not too

road or both, as may be found expedient or suitable; such alterations shall not invalidate the contract nor release the surety, and the contractor agrees to accept and execute the work as altered the same as if it had been a part of the original contract. The compensation to the contractor in such cases shall be determined as specified in Article 1.9.5. and shall be subject to the provisions of Article 1.9.6.

1.4.6. Extra Work

Upon the written order of the engineer, the contractor shall perform such work not included under or covered by contract prices, as may be necessary for the satisfactory completion of the project. If the work is of a kind for which a standard specification is given herein, it shall be performed in accordance with that standard specification subject to such supplemental or additional specifications, plans and instructions as the engineer may issue. If the work is of a kind not covered by a standard specification given herein, it shall be performed as ordered by the engineer and in accordance with such specifications and plans as may be issued by him.

If it is agreed between the contractor and the engineer that payment for extra work is to be made at stipulated unit prices or stipulated lump sum prices, payment for the extra work will be so made; otherwise, payment for extra work will be made on the force account or cost plus basis described in Article 1.9.7. of the standard specifications. Payment for extra work will be made only when the work involved has been authorized by the engineer, in writing, prior to performance of the work.

1.4.7. Provisions for Traffic

Unless otherwise specified in the special provisions, the work to be done by the contractor shall include the work of making adequate and thoroughly satisfactory provision for the traffic carried by such private and public roads, highways and streets as are traversed, crossed or interfered with in any way by the new construction. This work will include the furnishing of whatever labor, materials, tools and equipment may be necessary to provide and maintain suitable roadways over which to handle the traffic, and the furnishing of such labor, materials, tools and equipment, including flagmen, lights, barricades, warning signs, et cetera, as may be necessary to satisfactorily control, guide, protect and safeguard the traffic.

No direct payment will be made to the contractor for any part of the work of providing for traffic as hereinabove specified. Compensation for the same shall be understood to be included in the payments which the contractor will receive for other work to be done under the contract.

1.4.8. Maintenance of Detours

The detouring of traffic over existing public roads will be permitted, if, in the opinion of the engineer, the public roads to be used are suitable and satisfactory in all respects and do not too greatly increase the distance to be traveled. The decision of the engineer as to whether or not traffic may be detoured over a given section of existing public road shall, however, govern.

The expense of maintaining detours shall be borne by the contractor, except in cases where the detour traverses, for a distance of more than one-quarter mile, a section of existing public road that is not in any manner conflicted with by the work being done or to be done under the contract. In the cases to which this exception applies, the state, or the county in which the work is located will maintain the section of existing public road that the detour traverses. Other portions of the detour, if any, shall be maintained by the contractor.

1.4.9. Protection of Work During Suspension

If it should become necessary, because of the lateness of the season or any other reason, to stop the work, then the contractor shall open proper drainage ditches, erect temporary structures where necessary, prepare the road so there will be minimum interference with traffic, and take every precaution to prevent any damage or unreasonable deterioration of the work during the time the work is closed. If upon reopening the work, it is found that any such damages or deterioration has occurred, due to the lack of said precautions, then, and in that event, the contractor shall correct all such conditions at his own expense.

1.4.10. Contractor to Provide Weigh Scales

When the contract calls for materials which are to be measured by weighing on weigh scales, the contractor shall provide the weigh scales and shall so transport the materials that they can be weighed on the scales so provided.

Routing

E

FORM S-20 5M 10-65

RECEIVED
1967
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 12, 1967

SUBJECT: Myrtle Point-Powers Jct. Section
Coos Bay-Roseburg Highway
Contract No. 6867
Contractor's Claim for Winter Maintenance

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

Herewith copies of letters from B. D. Johnson, Resident Engineer, Selmar Hutchins, Contractor, with enclosure in which he requests inclusion in monthly estimates of $1,832.50 which he spent on winter maintenance on this contract. Mr. Johnson checks Mr. Hutchin's expense amount within $.20. This has been the subject of some correspondence and some discussion as to whether or not the contractor is entitled to repayment for this work.

In Mr. Hutchins' letter of December 13, 1966, a copy of which you have, he states that "On November 21, 1966 - - - - - - - - that if we are to continue with construction that it will be necessary to issue a shutdown notice." This is the wrong interpretation because as I stated in my memo to the files of December 13, 1966, a copy of which you also have, "The Resident Engineer on or about November 21, 1966 notified the contractor that certain further work on the project should not be undertaken this winter, that he was to winterize the project and shutdown." This same memo advised that after discussion with Mr. Bond about a shutdown order, he advised us that such an order should not be issued but that winter maintenance was to be charged against the contractor, - - - - - - and the contractor was so advised.

We realize that this was a so called "two season" job and that had the policy been in effect for some time before the expense would be the contractors. However, as he advises, the contractor had no knowledge when bidding the job that we would change our unofficial policy of doing the winter maintenance ourselves after the project had reached certain stages. It is my belief that he had considerable justification for being shocked when the policy was apparently suddenly reversed. As he states, "we here and other areas, have previously done the blading with the cost to ourselves."

At one time for a few days before we were advised of the change of policy, the contractor had been told by us that we would maintain the roadway after certain conditions were met. After a very few days, he was advised to the contrary.

I recommend that he be allowed this amount.

L. R. Chandler

L. R. CHANDLER
Division Engineer

LRC/cw
Enc.
cc B. D. Johnson

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JAN 11 1968
FOR FILING

6-1123
6867

December 13, 1967

#8

S. A. Hutchins & Associates
Construction Company
P. O. Box 190
Sutherlin, Oregon 97479

Gentlemen:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 6867 on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County.

After considering the recommendation of the Engineer and other available information, the Commission increased the number of calendar days by 64.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc L. R. Chandler
Bobby Johnson
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1967

Salem, Oregon

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Myrtle Point-Powers Jct. Section
Coos Bay-Roseburg Highway
Contract No. 6867

You requested additional information as to the reasons for the 3/4"-0 overrun on this project. Our November 17 letter to you included this heavy overrun as one of the reasons justifying additional time. I find that the information originally submitted to us from the field was a little misleading.

I have discussed it further with the Resident Engineer who advises that the reason for the majority of the overrun was the use of 3/4"-0 for keying the four-inch base. The plans included a two-inch thickness of 3/4"-0 over the coarse base but more than this quantity became necessary due to intermingling of the finer material into the 4"-0 base below. This was aggravated by the traffic.

Over one-half the length of the project was two-lane construction, so traffic had to run on the coarse base full width until the cement treated base was placed, which was not done until the second season. In addition to this there were some slight grading settlements during the winter which were corrected with 3/4"-0 and about 415 tons was used for winter maintenance for riding quality while the surface was being blade maintained. About 1,000 tons was used in road approach and street connections, driveways, and for bedding under the concrete walks.

The major reason for the overrun is the loss into the coarse base but no segregation of this quantity can be made.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss

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NOV 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6867 Contractor S. A. Hutchins And Assoc.

Highway Coos-Bay-Roseburg

Section Mt. Point-Powers Jct.

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Increased quantities of general excavation, rock embankment and 3/4"-0 material plus work added to the contract by price agreement justify an increase of 84 calendar days.

Recommended for Approval:

John Crumpler II
Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6867
Project designation	State (State-Federal)
Date awarded	June 16, 1966
Work started	July 5, 1966
Per cent completed	100% Oct. 6, 1967 (Date)
No. of Calendar Workdays Allowed	370 cal. days
No. of Calendar Workdays Used	454
No. of Added Workdays Requested	84

State Printing 37000

E -320 (Rev.)—5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 10, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calender days from 370 days to 454 days, within which to complete our Contract No. 6867, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to extra work over and above the original contract.

Winter conditions and the late Spring of 1967.

Respectfully submitted,

S. A. Hutchins and Associates Construction Company
Contractor

By E. R. Bryan
Secretary-Treasurer

CONSENT OF SURETY

Date October 11, 19 67

We, RELIANCE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S. H. Melrose
Attorney-in-fact
S.H. Melrose, Jr. J. B. L. & K. CORPORATION (SEAL)

S. H. Melrose
Resident Agent

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 17, 1967

RECEIVED
NOV 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Myrtle Point-Powers Jct. Section
Coos Bay-Roseburg Highway
Contract 6867

We have received from S. A. Hutchins and Associates Construction Company, contractor on the subject contract, the attached request for an increase of 84 calendar days. The contractor lists the following two items as reasons for his request: "Due to extra work over and above the original contract. Winter conditions and the late spring of 1967."

Work on this contract did exceed the original plan quantities on many items. However, 3 of these are the most pertinent and are not concurrent.

The general excavation item overran the plan quantities by 87,300 cubic yards (95%). This overrun was caused by the addition of rock inlays in all excavations from Station 110 to 124+50. The contractor had already completed the plan excavation in this area and this change required him to move back in order to widen the roadbed section to accommodate the inlays. Between Stations 75 and 94 there was an excessive amount of wet material and the contractor was required to subexcavate and waste this material. This increased the quantities in this area by over 80% of the original amount. Between Stations 18 and 56 the typical section called for salvaging the existing pavement. This was not feasible if the planned line, grades and super runoff were adhered to. The contractor's average daily production throughout the project was 2,100 cubic yards. The overrun in general excavation then justifies an extension of 41 work days.

The rock embankment bid item overran the plan quantity by 20,290 cubic yards (135%). This overrun was occasioned by the need to perform additional foundation work at the southerly end of the project plus the additional rock embankment material needed for the rock inlays. This increase required the contractor to move into a private source in order to secure the necessary additional materials. The contractor's average daily production on rock embankment was 954 cubic yards. The overrun of 20,290 cubic yards justifies an increase of 21 work days.

The bid item for 3/4"-0 material in base overran 15,920 tons (339%). Part of this overrun was due to heavy winter maintenance requirements but the major reason was the change in the typical section between Stations 18 and 56. The contractor's average daily production on this item was 982 tons. The overrun of 15,920 tons justifies an increase of 16 work days.

Three price agreements delayed the contractor's operations during the late stages of the contract. Price Agreement No. 1 covered selected material which had to be placed over the rock inlays. This material was placed after most of the rock surfacing had been done and required considerable hand work. This work justifies an increase of 5 work days. Price Agreement No. 5 covered 3/4"-0 material for walks. Most of the surfacing and concrete driveways had to be completed before this work could be accomplished. An increase of 2 work days is justified. Price Agreement No. 7 concerned extra guard rail posts and guard rail blocks which were added to the contract at a late stage to conform to the latest safety standards. This work delayed final completion by 3 work days.

The reasons listed above total 88 work days. These work days convert to 123 calendar days.

The original contract amount on this project was $897,334. The final contract cost, including price agreements and extra work orders, amounted to an overrun of almost $266,000 or 30%. On a time/money basis this 30% overrun would justify an increase of 111 calendar days. Regardless of which method is used, we believe an increase of more than the 84 calendar days requested by the contractor is justified.

The contract was completed on October 6, 1967, at which time 84 calendar days beyond the number allowed had been charged. Liquidated damages amounting to $12,600 have been assessed. Based on the overruns and additional work added to the contract, we recommend that the calendar days be increased by 84. This will eliminate all liquidated damages.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

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DEC 5 - 1967
FOR FILING
6-1123
6867

December 5, 1967

Oregon State Highway Commission

Request for Time Extension
No. 8
December 12, 1967 meeting

Gentlemen:

S. A. Hutchins and Associates Construction Company, contractor on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6867, requests an increase of 84 calendar days. This is a State project. The contractor's request is based on work added to the original contract and adverse weather.

Several of the contract items overran the planned amount. The general excavation item exceeded the plan quantities by 95 percent and rock embankment overran 135 percent. These overruns resulted from unanticipated stabilization work on cut slopes and justify a 62-day extension based on actual production rates. The bid item for 3/4"-0 material in base overran 339 percent and was primarily caused by a change in the typical section on a segment of the project. Based on the contractor's average daily production, this overrun justifies an increase of 16 workdays.

During the late stages of the contract, three price agreements were added to the contract which justify an increase of 10 workdays. These price agreements covered selected material to be placed over rock inlays, 3/4"-0 material for walks, and guardrail modifications.

The reasons listed above justify an increase of 88 workdays which convert to 123 calendar days. The contract was completed October 6, 1967, at which time 84 calendar days beyond the number allowed had been charged.

I recommend that the number of calendar days be increased by 6% which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

DES:nn:fw:jes

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AUG 22 1967
FOR FILING
6-1123
6867

August 21, 1967

1859

Mrs. Matthew H. Moore
1032 Maryland Avenue
Myrtle Point, Oregon 97458

Dear Mrs. Moore:

As indicated in my August 3 letter, we have investigated conditions at your property on the southerly side of the Coos Bay-Roseburg Highway (Maryland Avenue) in Myrtle Point with respect to the current Myrtle Point-Powers Junction reconstruction project. I am advised that our Resident Engineer, Mr. Bobby Johnson, has talked to you and Mr. Moore and explained the additional work planned at your approach.

We note that under the terms of the right-of-way option covering the highway slope easement across your property, the construction of this approach was not the State's obligation. The problems you describe arise from some misunderstanding of the intent of a subsequent permit of entry authorizing placement of excess excavation materials on your property. Our contractor will do some sloping and clean up the area used in an effort to fulfill any remaining obligations of the State. We trust this will satisfactorily resolve the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 1859
F. D. Morgan
L. R. Chandler

JAB:ss srb

FORM E-30 50M 3-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
August 8, 1967

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

SUBJECT: Assignment F. B. K. 1859
Myrtle Point-Powers Junction Section
Coos Bay-Roseburg Highway
Contract No. 6867
Moore Property

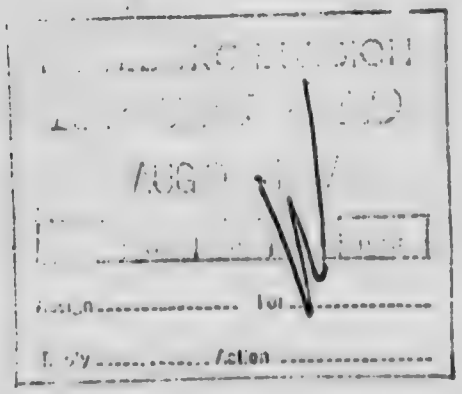
Attn: John Quiner, II

Reference is made to Mr. Quiner's letter of August 4, 1967 concerning alleged construction damage to the subject property.

I contacted both Mr. and Mrs. Moore this date and discussed with them the various complaints registered in Mrs. Moore's letter of July 28, 1967. I assured Mrs. Moore that we were not through with the construction of their approach and after explaining what we planned to do in the way of completing the work, I feel reasonably sure they will be satisfied. I advised Mr. and Mrs. Moore that I did not think the Department was responsible for repairing the foundation of their building. I don't believe that they will pursue this complaint any further. Mrs. Moore states that an engineer gave them an elevation to construct their new foundation. Please be advised that I have inquired of all employees under my supervision and no one set any grade stakes for the building foundation. At no time has any Highway personnel under my supervision instructed the Moores to close down their business.

I have instructed the contractor to complete all of the backfilling, shaping and general clean up work around the Moore property and to get the approach surfaced as soon as possible. The superintendent on the project, Mr. Wayne Hutchins, assured me that he would complete the work this week.

Bobby D. Johnson
Resident Engineer



Permission is hereby granted to the Oregon State Highway Department and its contractors, for the duration of the contract, to enter upon our property south of and adjacent to the relocated Coos Bay - Roseburg Highway, between Station 25+00 and 29+00 for the purpose of placing fill material thereon to construct drive ways and parking area.

Dated this 21 day of April, 1967

Signed N. H. Moore
N. H. Moore

Dorothy Moore
Dorthy Moore

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

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AUG 1 - 1967
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 1 1967
FOR FILING

1859

August 3, 1967

Mrs. Matthew H. Moore
1032 Maryland Avenue
Myrtle Point, Oregon 97458

Dear Mrs. Moore:

Reference is made to your letter of July 28 concerning alleged construction damage to your property located between Station 25+00 and 29+00 on the Coos Bay-Roseburg Highway.

We will have this matter investigated immediately and, although it is not possible to get the results of this investigation to you within five days, we will advise you as soon as possible.

Thank you for bringing this matter to my attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan (Encs. FBK 1859)
L. R. Chandler (Enc.)

srb

RECEIVED
AUG 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Myrtle Point Ore
July 28-1967

5838

Chief Engineer
Salem Ore

REFERRED TO
AUG 2 67
Klaver
BY DEPUTY STATE HIGHWAY ENGINEER

dear Sir:

I'm Writeing on the advice by my attorney Wm Walch as to a parking area & drive way on Oregon State Highway located Coos Bay Roseburg highway - between Station 25+00 & 29+00 -

So far they have half filled in the parking area now they say they need not put anymore dirt in for me - They also broke the foundation to my shop building Come down in the yard made a complete run way out of it broke my side walk all to pieces use the water with out asking & make a complete run way out of my yard with the tractors I have done every thing they

Ask me to do such as mowed all my flowers + what not. They also sent an engneer here to give the lights for me to raise my building So I'd be on the road level now they raise the road 18 inch lighes than the hwied.

I have talked to Mr Barnhart also Mr Johnson. + they said they are through + will not do any more.

Mr Walsh ask me to write you & to bring the answer to him. So if they dont line up to this end of the bargain there will nothing but for me to go to Court for my foundation has to be fixed also at least 20 loads of dirt & more to finish out the parking area. So if you will be kind to ans this so I will know when to go from here. Then the Attorney take over from here on out. I hope I

Settle this without going to court but first Im ready for Simply will have them leave my property in this shape - As they had me close up for 3 whole weeks both my Beauty Shop & Saddle shop - & Now are anyone else can check my books & find that its cost me over $3500 just because they would'nt make any kind of a drive way to get in to my business.

I must expect a reply with next 5 day -

Yours Truely
Mrs Matthew H Moore
1032 Maryland Ave
Myrtle Point Oregon
Zip Code 97458

P.S. This Conctractor is
Wayne Hutchason

RECEIVED
JUL 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1967
State

RECEIVED
AUG 2
FOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 7, 1967

TOM McCALL
GOVERNOR
6-1123
6867

Mr. J. C. Grizzle
1402 - 18th Street
Myrtle Point, Oregon 97458

Dear Mr. Grizzle:

I have asked the Highway Department to provide me with information regarding the concern expressed in your letter. In so doing, I have learned that you are an employee of the Department. I would strongly suggest that if you have concerns regarding the conduct of an agency for which you are working, that you follow the customary supervisory route in making known your concerns. I am confident that by so doing you will find out why the policy is in existence and concur with it, or find out more about the policy and perhaps learn why you do not concur with it. At any rate, your approach would then be a more constructive one.

I have asked members of the Highway Department to contact you directly on this concern. I am confident they will do so in the very near future.

Sincerely,

Governor

TM:wc

cc: Mr. Forrest Cooper,
State Highway Engineer

COPY

RECEIVED
AUG 8 - 1967
OFFICE
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
AUG 3 - 1967
FOR FILING

A

6-1123

6867

1836

August 1, 1967

Mr. Edward G. Westerdahl, II
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Westerdahl:

Reference is made to a July 12 letter to Governor McCall from J. C. Grizzle complaining about conditions in Myrtle Point and asking that the Governor investigate a State Highway contract with S. A. Hutchins and Associates.

To date, the contractor has not been granted a time extension although we have information that he may request one. Our Resident Engineer assures us that local residents have not been cut off from their property except for very limited lengths of time (never overnight) and that, in general, the contractor has progressed fairly well.

Complaints from adjacent property owners are not unusual, particularly, when a contract carries over the winter. Our Division office reports that the work has not been shut down as Mr. Grizzle indicates, although this contractor is not what is known as a "high ball" operator.

We also find that Mr. Grizzle is a Highway Department employee and works as a Maintenance Man in the Myrtle Point area. He is a fairly new employee, having been hired last November. In this instance, may we suggest that the Highway Department take care of this complaint, and we will instruct Mr. Grizzle to take up matters concerning his employer with his supervisor before asking the Governor to institute an investigation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Gene Huntley
L. R. Chandler

RLP:ms

-3777

July 12, 1967 JUL 24 67

1402-18th Street
Myrtle Point, Oregon
97458

Hon. Governor Tom Mc.Call
State Office Building
Salem, Oregon

Dear Governor Mc.Call:

I am writing you to learn why S.A. Huchenson & Associates a Highway Contractor that has the contract from the State Highway for the grading and paving of the section of Highway 42 through Myrtle Point was recently given a 30 day extenision when his time of compleation was up.

This contractor has disreguarded saftey for the public as well as providing or maintaining this highway so that it could reasonably be passable without geting stuck or tearing ones car up for over a year now, some of the approaches that leads off of the highway on to streets that some of us ~~are~~ live on, have at times been compleatly tore up so that one could not even get to his home for days at a time, and when they were passable they were extreamly rough.

The Highway Department, though the Contractor has taken most of his equipment off of this job and put it on Contracts he was awarded from the Coos County Road Dept. And for the last two months hasent did enough work on the Highway Prodject that is even noticeable.

One feels that when a contractor gets away with things like the above that the contractor has some kind of a pull with some one in the Department that most other contractors do not have, this I feel is unfair to other contractors, as well as to the tax paying public, esspacialy when the contract was awarded this contractor it was several thousand dollars higher than a previous bid of a few months earlyer.

I urge you to make an investigation of the above, and do what you can to stop things like the above from happining againe.

Very truly yours,
J.C.Grizzle

JCG:

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peaso
Morelock
Trout
Scott
Litchfield
Olson

RECEIVED
JUL 25 1967
CONSTRUCTION
DIVISION

RECEIVED
JUL 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JUL 17 1967

RECEIVED
APR 5 - 1967
FOR FILING

6-112 E
6867

April 5, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6867, the Myrtle Point-Powers Junction grading and paving project on Highway 42 in Coos County, is anticipated. S. A. Hutchins & Assoc. Construction Company of Sutherlin is the contractor. The original project authorization was $1,145,625.75. The present anticipated cost is $1,317,431.17, indicating an overrun of $171,805.42 or 15 percent. This is a State project.

The major reason for this overrun is due to an overrun in the bid item for general excavation in excess of 85,000. The roadbed typical section was widened and the slopes were flattened to conform to current standards, requiring more excavation than originally anticipated.

The bid items for embankment foundation excavation and rock embankment were increased to properly stabilize the roadbed and caused an additional overrun of more than $33,000.

This request for an additional authorization will be presented to you at the April 25 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nn jw

6-1122

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

Project MYRTLE POINT - POWERS JUNCTION Date March , 1967

Highway Coos Bay-Roseburg Contract No. 6867

County Coos Kind of Work Grading & Paving Contractor S. A. Hutchings & Assoc. Construction Co.

	Authorized	Estimated
Contract Amount	$ 897,334.00	$ 1,045,305.85
Anticipated Items	121,000.00	127,617.00
Contingency (4-1/2%)	45,825.03	39,545.30
Engineering	81,466.72	104,963.02
Credits	- - - -	- - - -
PROJECT COST	$ 1,145,625.75	1,317,431.17

APPROVED BY STATE HIGHWAY COMMISSION DATE 4-25-67

NET INCREASE $ 171,805.42 or 15.0%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). * List all unanticipated items)	Expected Amount	Net Change
(C) Bid item 3 Gen. Exc. Unclass.	$ 188,496.00	+ $85,456.00
(C) Bid item 4 Emb. Fnd. Exc. Unclass	50,889.00	+ 11,889.00
(C) Bid item 7 Rock Embankment	70,850.00	+ 22,100.00
(C) Misc. contract overruns & underruns (Algebraic Total)		+ 28,526.85
(A) CMO No. 1 Flagging	13,500.00	+ 6,000.00
(A) Misc. anticipated overruns & underruns (Algebraic Total)		+ 617.00
[(A) P.A. 1 Rock Inlay, Drain Pipe, etc. for slide correction not shown. No change in original authorization anticipated]		
(U) PA 2 Furn. & Inst. additional culverts & fence	+13,299.00	
(U) PA 3 Change A.C. Aggr. Specs (no change in unit prices)	0.00	
(U) PA 4 Construct double prime coat (order cancelled)	0.00	+ 39,545.30
(U) PA 5 Construct gravel walks	+ 2,750.00	
(U) Future Contingency Allowance	+23,496.30	

Principal reasons for overruns (Continue on reverse side): General excavation quantities shown on plans not adequate to construct roadbed as indicated by plan typical section. Additional Emb. Fnd. Exc. and rock Emb. necessary to stabilize embankments.

Instructions: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by BOBBY D. JOHNSON
Resident Engineer

Confirmed by
Asst. Division Engineer

Noted by
For Construction or Bridge Engineer

Noted by
~~Deputy or~~ Assistant State Highway Engineer

FORM E-20 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1967

SUBJECT: Overrun of Project Authorization
Myrtle Point-Powers Junction Section
Coos Bay-Roseburg Highway
Contract 6867

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a report on an expected overrun of project authorization on the subject contract. This project for grading and paving is under contract to S. A. Hutchins & Assoc. Construction Company. The original project authorization was $1,145,625.75. The present anticipated cost is $1,317,431.17 indicating an overrun of $171,805.42 or 15.0%.

The major reason for this overrun is due to an overrun in the bid item for general excavation. This item alone caused an overrun in excess of $85,000.00. The plan quantities were not adequate to construct the roadbed as indicated on the typical section. The roadbed typical was apparently widened and the slopes flattened to current standards during design without increasing the estimated quantities.

The bid items for embankment foundation excavation and rock embankment were increased to adequately stabilize the roadbed. These items were responsible for more than $33,000.00 of the overrun.

This project is presently 59% complete.

It is recommended that the project authorization be increased by $171,805.42.

A rough draft of a letter to the Highway Commission is attached.

F. D. MORGAN,
Construction Engineer

By John A. Bond

JOHN A. BOND,
Staff Assistant

NOTED
F. B. KLABOE

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGR.

JAB-DES:nn
Attachments
cc: L. H. Young

CITY OF MYRTLE POINT

IN THE HEART OF THE FAMOUS MYRTLEWOODS

Coos County, Oregon

August 2, 1966

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Oregon State Highway Department
County & CityRelation Engineer
Salem, Oregon

Dear Sir:

In regard to the Myrtle Point--Powers junction section of Oregon State highway #42 now under construction.

A delegation of residents within the city appeared before the City council and requested the state highway department construct a sidewalk of concrete or asphaltic concrete on one side of the road within the city limits.

It was called to the attention of the City Council that foot traffic could now use the road shoulders for a walkway, but with the installation of curbs this will no longer be possible.

Your prompt attention in channeling this request to the proper department will be appreciated.

Yours truly,

B E Nichols.

Ben E. Nichols,
City Administrator

NOTED
R. H. PRANGE

BEN:ls
cc: F. B. Kloboc
F. D. Morgan

Action
This could probably be handled by special negotiations with City by Div. 3, as they did with Ranch Rd. near Roseburg and Beaverton on Hwy 141 - see attached copies

RECEIVED
AUG 3 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

RECEIVED
JUN 27 1966
FOR FILING
6-1123
6867

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, BAKER
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 24, 1966

S. A. Hutchins & Associates Constr. Co.
P. O. Box 190
Sutherlin, Oregon

Gentlemen:

The State Highway Commission on June 16, 1966 awarded to you State Highway Contract No. 6867 for the following project:

Grading and paving on the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway, southeast of Coquille, in Coos County.

This award was based on your bid of $897,334.00 which was submitted to the Commission on June 9, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: F. D. Morgan
L. H. Young
C. D. Matthis (JTC)

RECEIVED
MAY 23 1966
FOR FILES

6-1123

6867

April 28, 1966

MISC. CONTRACTS and AGREEMENTS No. 5078

Mrs. Leona L. Shields
City Recorder
City of Myrtle Point
Myrtle Point, Oregon

Agenda Item
42
4-21-66

Dear Mrs. Shields:

We are enclosing for your records a fully executed copy of a "Construction Agreement" concerning the Myrtle Point-Powers Junction section of the Coos Bay-Roseburg Highway in Coos County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

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APR 26 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID E. HAMPTON
PORTLAND

6-1123

6867

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 22, 1966

669x
Improve Rd
Powers

Mr. & Mrs. Charles Royer
Bridge Rt. Box 19
Myrtle Point, Oregon

Dear Mr. & Mrs. Royer:

According to our right of way map your property lies in Section 16, just across the line from Section 21 and the proposed project has been assigned to Bobby Johnson, P.O. Box 374, Coquille, Oregon.

The Resident Engineer can determine our line when his work load permits and it is recommended that you communicate directly with him.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
F.B. KLABOE

F. D. Morgan
Construction Engineer

JEM:nh

cc: F. B. Klaboe
V. D. Wolfe
L. R. Chandler
Bobby Johnson

NOTED
VICTOR D. WOLFE

RECEIVED

REFERRED TO
Adams
BY SECRETARY

KLABOE

RECEIVED
APR 1 3 1936
OFFICE OF
STATE HIGHWAY ENGINEER

Myrtle Point Oregon.

3233

Sir

We Under Stand that they ~~will be~~ are
Work on the Highway on the Myrtle
Point - Powers Jct Section this
Reason

We have a Piece of Fence to
Put in, Where they have taken a
Piece off Land off of us
Lot 7 of Section 24 township 29 South,
Range 12 West. W. M. Coos County. Our
Fence Com we Find Out just
Where to put the Fence to have
It in the right place all Stakes
have been Destroyed.

Would like to Put Fence in while
I have the Time.

Hoping to hear from You Soon

Mr & Mrs Charles Kaiser
Bridge R.F.D. Box 19
Myrtle Point Ore

(Roseburg Road)

Morgan
Jr 10

RECEIVED
APR 14 1966
FOR FILING
6-1123
6867

April 13, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 21 Commission meeting will be a construction agreement with the City of Myrtle Point pertaining to the Myrtle Point-Powers Junction Section of the Coos Bay-Roseburg Highway in Coos County.

This agreement provides for construction and maintenance of the project by the State within the curb limits of the project. Further provisions are made for utility relocation, grade revisions, encroachments, parking restrictions, et cetera.

The project has been rescheduled for the May 19 bid letting and is estimated to cost approximately $1,250,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
H. S. Cox
C. H. Maison
L. R. Chandler

DNH:nr bg

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED REVISED

Page 1 of 4 Pages

RECEIVED APR 4 - 1966 FOR FILING

Section MYRTLE POINT - POWERS JUNCTION Highway COOS BAY - ROSEBURG (FA 14) County COOS Prefix 6n(4)

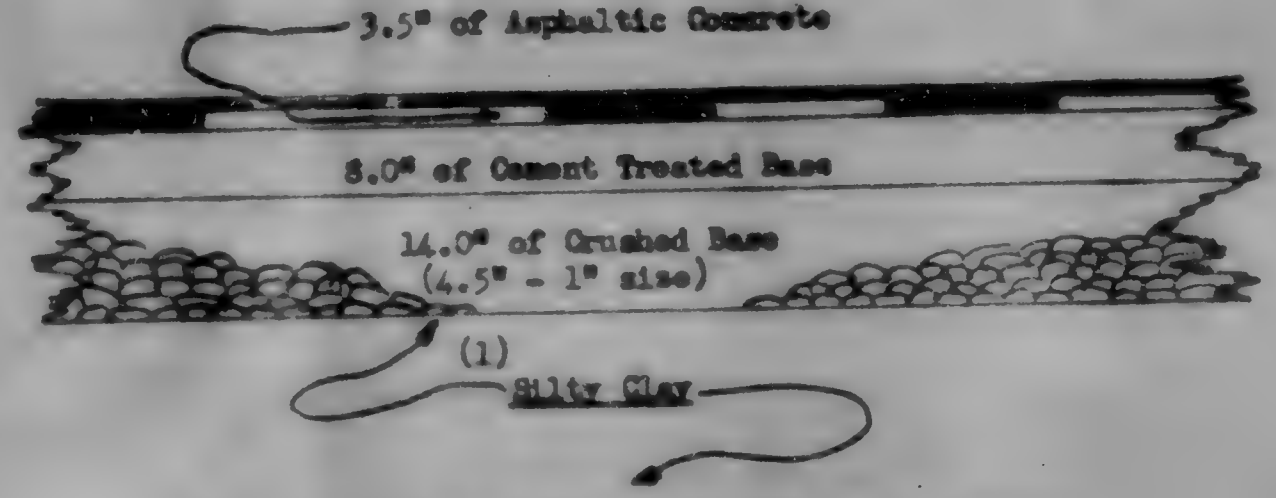
Res. Engr. _____ Approx. Length 2.7 Miles. Sta. 0+00 Thru Eq. to Sta. 124+50 Date 3-15-66

Truck A.D.T. 479 Traffic Coefficient 9.7 18 kip s.a. per day 335.7.

Annual Precipitation 36" Frost Penetration - - - - - .

NEW WORK

(1)
Typical Soil
66 LL
22 PI
100 %P 10
80 %P200
0 %Gravel
4 % Sand
16 % Sand
31 %Silt
49 %Clay
16 "R" Value
(Corrected)



CBR Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	8.0	8.0	C.T.B.
	14.0	14.0	Cr. Base
29.0	29.0	25.5	

3.15.66

AASHO CLASSIFICATION:

A-7-5 (17)

MATERIAL SOURCES:

To be determined by the Engineer.

Note: Project Base Design revised due to changes in testing procedures and calculating Traffic Coefficients.

NOTED
F. B. HAGER

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by E. J. Engr
Staff Assistant

Recommended by
Engineer of Materials

Recommended by
Construction Engineer

Approved by
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section MEDFORD POINT - FOREST JUNCTION Highway _____ County _____ Prefix _____

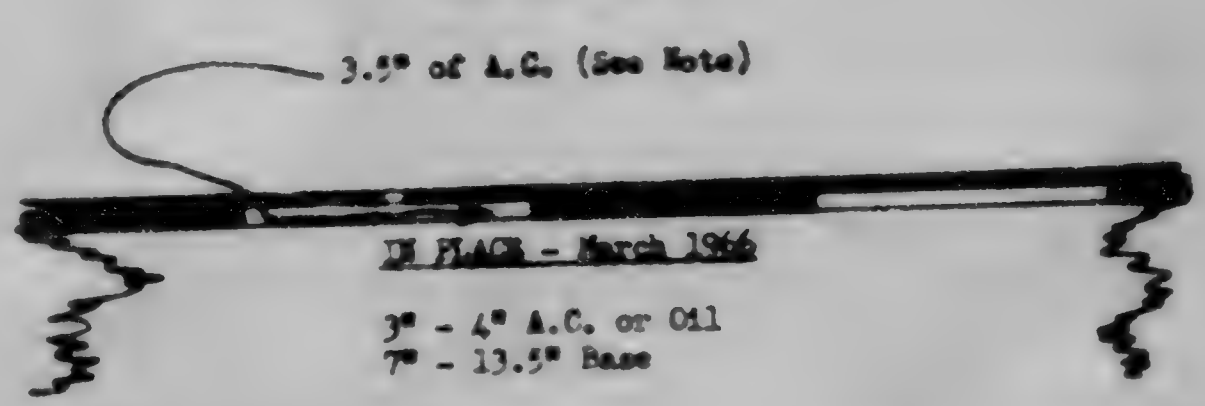
Res. Engr. _____ Approx. Length _____ Miles. Sta._____to Sta._____ Date _____

Truck A.D.T. _____ Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation _____ Frost Penetration _____.

(2)
Typical Soil
LL
PI
See #P 10
Page #P200
1 %Gravel
% Sand
% Sand
%Silt
%Clay
"R" Value
(Corrected)

EXISTING ROADWAY
Where Utilized



LL PLACE - March 1966

3" - 4" A.C. or Oil
7" - 13.5" Base

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	LL PLACE		
See Section			

AASHO CLASSIFICATION:

MATERIAL SOURCES:

Note:
Recommend 50% extra allowance for patching, leveling, etc. There will be areas that will have to be removed and rebased, this at the discretion of the Resident Engineer.

MYRTLE POINT - POWERS JUNCTION
COOS BAY - ROSEBURG (FA 14)
COOS COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Level	Cement Treated Base	Crushed Base	"CBR" Req.	Actual Thickness
90-240	3.5"	- - -	8.0"	10.5"	25.5"	22.0"
30-90	3.5"	2.0"	- - -	13.5"	22.5"	19.0"
8-30	3.0"	2.0"	- - -	11.5"	19.5"	16.5"
1-8	2.0"	2.0"	- - -	10.5"	16.5"	14.5"
Cars Only	2.0"	2.0"	- - -	6.0"	12.0"	10.0"

Should substitutions be made use the "CBR" Req. Column to obtain the total thickness required and the table below for values.

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	*Cement Treated Base	=	1.0" Crushed Base

*Specifications for Cement Treated Base to be furnished by the Laboratory. Equivalency factor of 1:1 for C.T.B. recommended by O. A. White, Letter on Aggregate Treatment, dated November 10, 1964.

The material for the CTB tests is from the Maleod Quarry. Should other sources than Maleod Quarry be used, the material will have to be sampled and tested to determine suitability for CTB.

SECTION. MYRTLE POINT - POWERS JUNCTION

HIGHWAY. COOS BAY - ROSEBURG (FA 16)

COUNTY. COOS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 2900 (Total)

B. Future ADT 5800 (Total)

C. Mean ADT 4350 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 22 ADT Basis (Logging)

G. Trucks (in one direction) $\frac{F}{2}$ 11 x (C) 4350 = 479

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 479 x (H) 100 % = 479

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 9.7

SECTION: MYRTLE POINT - POWERS JUNCTION

HIGHWAY: COOS BAY - ROSEBURG (FA 14)

COUNTY: COOS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good See remarks Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. and Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: See remarks

CONCLUSION AND REMARKS:

No cost comparison made for this unit. Due to lack of specification material in this area, upgrading by cement is recommended for the upper 8.0" of the base course.

RECEIVED
DEC 16 1965

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

6-1123

6867

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

December 10, 1965

Routing

Morgan
Docker
Dond
Barboe
Walker
Glenn
Swan

Post
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 13 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The title sheets of the following listed highway projects transmitted to us by your letter dated November 23, 1965 have been reviewed. We anticipate no fishery conflicts; thus the projects are approved.

7th Avenue-Willamette River Section, Eugene-Springfield Highway (I-105), Lane County.

Myrtle Point-Powers Junction Section, Coos Bay-Roseburg Highway, Douglas County.

Jenkins Road-Tualatin Valley Highway, FAS 630, Washington County.

John Day River (Stewarts) Bridge Section, John Day Highway, Grant County.

The North Unit, Siletz-Toledo Section, Siletz Highway, Lincoln County, title sheet indicates a 10 x 10 PCBS, 195' long on a 0.32% grade. We have reviewed this culvert with the Oregon State Game Commission and agree that the floor of the culvert should be sloped preferably to the center so as to create a low flow channel for fish passage at normal flow periods.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

12-14-65 Copies Sent to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (4)
A. F. Parson (2)

fp

RECEIVED
DEC 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Wyatt B. Phillips, Baker
Chairman
Tom Gilliland, Roseburg
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Dallas
Joseph W. Smith, Klamath Falls

6-1123

6867

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

December 3, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Acquisition: Mr. P. D. Morgan

Dear Sir:

We are replying to your letter of November 23, 1965, which requested our comments on five projects.

Upon reviewing the plans, we approve the following, as having no conflict with wildlife resources.

1. Fox Creek-Willamette River Section, Eugene-Springfield Highway, Lane County.
2. Myrtle Point-Powers Junction Section, Coos Bay-Roseburg Highway, Douglas County.
3. Tualatin Road-Tualatin Valley Highway Section, FAS 630, Washington County.
4. John Day River(Stewarts)Bridge Section, John Day Highway, Grant County.

We will reply regarding the other project, North Umpqua, Stiltz-Toledo Section, in a short time. We are concerned about the fish passage through the box culvert on Mill Creek. Some modification may be requested to provide ample depth of water in low flow periods.

Thank you for requesting our comments regarding these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
DEC 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:dm

cc: Director CHO

12-6-65 Copies to:

F. B. Klaboe	J. E. Morelock
L. H. Young	L. W. Rulien (2)
Frank Hall (4)	L. R. Chandler (2)
T. C. Roake	A. F. Parson (2)

fp

NOTED
H. S. COX

NOTED
C. G. SWENSON

February 21, 1961

Mr. Ben E. Nichols, City Administrator
City Hall
Myrtle Point, Oregon

NOTED
Harold C. Ayers

Dear Mr. Nichols:

This is in reply to your letter of February 14 regarding the timing of right-of-way acquisition on the Coos Bay-Roseburg Highway in the vicinity of 8th Street and Doberout Street in Myrtle Point.

I cannot at this time give you any information as to when right-of-way negotiations will be completed in this area; however, attached is a map showing the proposed westerly right-of-way line through this area. You will note that this line crosses the intersection of 8th Street and Doberout Street diagonally from the northwest property line to the southeast property line of this intersection. If the City wishes to proceed with vacation of a portion of 8th Street and Doberout Street, the State would have no objection to the vacation of any portion of these streets south and west of this proposed right-of-way line. If the City proceeds with the vacation of portions of these streets, it would be greatly appreciated if you would furnish this office with a copy of the vacation ordinance or resolution.

Should you have any questions regarding this matter, please feel free to call or write this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

[redacted]
Att.
cc: Forrest Cooper
G. S. Paxson
Tom Edwards, Att'n: D. J. Barbee
F. D. Morgan
V. D. Wolfe

SKETCH MAP
MYRTLE POINT SECTION
COOS BAY - ROSEBURG HIGHWAY
Scale: 1" = 100' Feb. 1961

HARRIS

BOTHWICK

DOBOROUT

EIGHTH ST.

RAILROAD AVE.

ST.

ST.

Service Sta.

Repair Shop

shed

shed

proposed R/W

16+21.77 P.S.

18+21.77 P.S.C.

200' S.P. S=10°00' D=5.0

10° C.V. D=30°08' R=573.69'

S.87°41'30"E

22+98.36 P.I.
N 528,729.13
E 1,027,892.53

E. M. Griffin, Mayor
Council:
Ray J. Harris
V. A. Roush
Rolland Leep
Curtis Beckham
Delmar Greer
G. Albertson

CITY OF MYRTLE POINT

IN THE HEART OF THE FAMOUS MYRTLEWOODS

Coos County, Oregon

Ben E. Nichols,
City Administrator
Leona Shields,
Recorder-Treasurer
Clarence Ralph,
Police Chief
J. M. Myers,
Fire Chief

February 14, 1961

RECEIVED
FEB 15 1961
ENGINEER
COUNTY & CITY RELATIONS

State Highway Engineer
City & County Relations
State Highway Department
Salem, Oregon

Att: Mr. Swenson

Dear Sir:

I have a question for which I hope you can supply the answer.

The City Council, by request of a prospective buyer, agreed several months ago to vacate a portion of Eighth Street and Doberout Street paralleling Blocks 3 and 4 of the Lehnerr Addition.

A short time later, Mr. Morgan of the State Highway Department, protested the proposed vation because portions of the affected streets were within the new proposed highway right of way. According to Mr. Morgan, the Highway Department was to commence right of way negotiations in January of this year.

The Council has tabled the vacation request until the right of way question is settled. In as much as the prospective buyer plans on constructing a motel, which this community needs very badly, would you please check to see when the department will complete their right of way purchase in the area mentioned? Thank you.

Yours very truly,

BITY OF MYRTLE POINT

By Ben E Nichols
City Administrator

BEN:ls

E. M. Griffin, Mayor

Council:
Ray J. Harris
V. A. Routh
Rolland Leep
Curtis Beckham
Harold Rushing
Delmar Greer

CITY OF MYRTLE POINT

IN THE HEART OF THE FAMOUS MYRTLEWOODS

Coos County, Oregon

Ben E. Nichols,
City Administrator

Patricia J. Parsons,
Recorder-Treasurer

Wm. T. Tankersley,
Police Chief

J. M. Myers,
Fire Chief

September 7, 1960

NOTED
C. G SWENSON

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. Ayres

Dear Sir:

At regular council meeting last evening the City Council went on record as favoring the proposed highway improvement within the City limits and further agreed to designate that portion of the highway known as the 8th Street section as a no parking area and direct all utility corporations to remove utility poles where necessary.

The City will move all water conduits that interfere with the 8th Street project.

Sincerely,

Ben E. Nichols

Ben E Nichols
City Administrator

BEN:lc

RECEIVED
Sept 7 19[illegible]0
ENGINEER
COUNTY &[illegible]ONS

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1959

SUBJECT: Widening of 8th Street in Myrtle Point

To: Mr. C. G. Swenson

I am returning the letter from Ben E. Nichols, City Administrator of Myrtle Point, requesting the widening of 8th Street, which is the route of Highway No. 42 from Spruce Street to Bothwick Street, a distance of approximately 1,450 feet.

Our estimate of cost for this project is $72,000. This includes $8,000 as the estimated cost of replacing sidewalks now in place, but which would need rebuilding because of the street widening.

We will recommend to the Highway Commission that we enter into an agreement with the City for this project, subject to the City bearing 25 percent of the total cost of the project. The project would be limited to the curbs and pavement within the curbs with the above-mentioned replacement of sidewalks now in place. Any replacement of these sidewalks would be of the same type and quality of those now existing. It would not include the construction of any sidewalks in areas where sidewalks do not now exist.

Will you please discuss this matter with the City of Myrtle Point as we must have a firm commitment from them before presenting the matter to the Highway Commission.

G. S. Paxson

Attach.
GSP:gm
cc Mr. W. C. Williams

DEC 7 1959
COUNTY &

Council Meeting Dec. 21 Report & verbally to Mr Paxson re some No action taken by council

E. M. Griffin, Mayor
Council:
Ray J. Harris
V. A. Roush
Rolland Leep
Curtis Beckham
Harold Rushing
Delmar Grear

CITY OF MYRTLE POINT

IN THE HEART OF THE FAMOUS MYRTLEWOODS

Coos County, Oregon

Ben E. Nichols,
City Administrator
Patricia J. Parsons,
Recorder-Treasurer
Wm. T. Tankersley,
Police Chief
J. M. Myers,
Fire Chief

November 18, 1959

PLEASE RETURN TO
G. S. PAXSON

State of Oregon
State Highway Department
Salem, Oregon

Att: C. G. Swenson
Engineer County & City Relations Div.

Dear Sir:

I have been directed by the City Council and the Myrtle Point Chamber of Commerce to request the Highway department to improve that portion of Highway #42, within the City of Myrtle Point, from Spruce Street on the North to Bothwick Street on the South, a distance of approximately 1,450 lineal feet.

All intersecting streets in this area were curbed and paved with asphaltic concrete this past summer. The highway improvement would greatly improve the appearance of our City and it is our hope that the highway commission will direct this improvement in the near future.

Would you also send us an application for funds allocated under ORS 366.805? Thank you.

Sincerely,

Ben E. Nichols
City Administrator

BEN:pp

Forms sent.

RECEIVED
NOV 19 1959

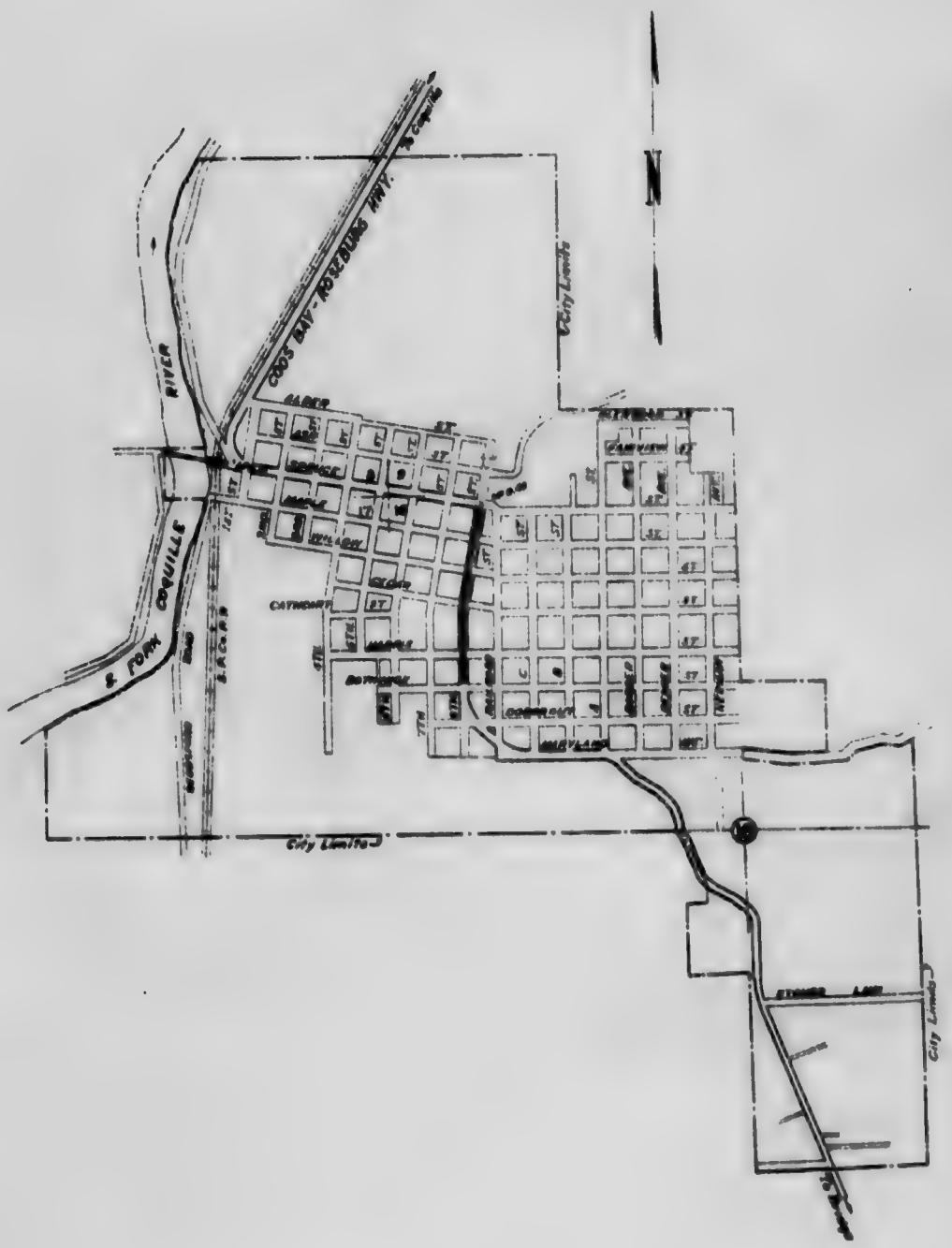
RECEIVED
NOV 19 1959
OREGON
STATE HIGHWAY COMMISSION

MYRTLE POINT

Scale 0 400 800 1600

COOS COUNTY
T. 29 S., R. 12 W., W.M.

PLEASE RETURN TO
G. S. PAXSON



6-4-81

FORM R-123X 97,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

January 13, 1953

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter addressed to John W. Cattrall, County and City Relations Engineer, by Jack H. Dunn, Mayor of Myrtle Point, in which the request is made for three improvement projects within the city of Myrtle Point.

In the matter of the first request, for the widening and curbing of Highway No. 42 within the city limits, you are advised that this is a project of considerable magnitude. The distance is in excess of one-half mile, and costs would be in the neighborhood of $50,000. It does not appear that the project would have sufficient priority at this time to warrant serious consideration, and it is believed that the first improvement of Highway No. 42 within Myrtle Point should be the construction of a new connection in the north end of the city where a circuitous route now exists. I recommend that the request for full street paving and curbs be denied at this time.

As to the request for sidewalk construction, it is not the policy of the Highway Commission to construct sidewalks within corporate limits of cities, and I recommend that the request for a sidewalk be denied.

As to the request in the last paragraph, for the improvement of Ash Street and connecting streets between Ash and Spruce Streets, these streets are heavily used by log trucks and the improvement is included in the recommended projects under the 1953 special city allotment fund.

This matter will be on the next agenda.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me

NOTED
J. F. HAGEMANN

Enclosure

cc Mr. J. W. Cattrall

RECEIVED
JAN 14 1953
ENGINEER
...'S

December 31, 1952

Mr. Jack H. Dunn, Mayor

Myrtle Point, Oregon

Dear Mr. Dunn:

I am referring to the State Highway Engineer that part of your request of December 22 concerning the improvement of a portion of the Coos Bay-Roseburg State Highway within Myrtle Point.

In regard to the sidewalks, please be informed that the Highway Commission does not pay for or construct sidewalks excepting the replacement of existing walks that are torn up or otherwise damaged during construction.

The Special City Allotment project on Ash Street between 2nd and 4th and on 2nd and 3rd Streets between Ash and Spruce is being presented to the Highway Commission as follows: The City shall at its own expense install drainage facilities and construct curbs, do all grading, and place base rock.

The State will include in its paving contract the placing of the finish or leveling course.

The above is in accordance with Mayor J. M. Myers' letter of November 7, 1952, to Mr. Ayers of the Highway Department.

If I can be of further assistance, please do not hesitate to call on me.

Very truly yours,

John W. Cattrall
Engineer, County and City Relations

JWC:MH

cc: Mr. W. C. Williams

COPY

DEMENT, DUNN & WELDRUM

Security Bank Building
Myrtle Point, Oregon

December 22, 1952

Mr. John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

It is the feeling of the City of Myrtle Point that a situation has developed in this city which warrants our requesting that the State Highway Commission improve a portion of Highway No. 42, which lies within the corporate limits of this city. Such improvement to consist of the construction of curbing and the paving from curb to curb of that portion of such highway from the intersection of Spruce and 6th Streets easterly along Maryland street to the intersection of A and Maryland streets.

It is also felt that for the safety of our citizens that a sidewalk or other walkway suitable for use of pedestrians be constructed along State Highway No. 42 from a point at the intersection of A and Maryland streets south to the city limits to accommodate the citizens living in that area and particularly the school children who are required to use this highway as a means of going to and from school.

Any information or assistance which you will be able to give us concerning the proper manner of bringing this to the attention of the State Highway Commission, would be appreciated.

We are in the process at the present time of obtaining detailed engineering specifications for improvements on Ash street and connecting streets between Ash and Spruce looking towards the improving of this area in cooperation with the State Highway Commission. The question has arisen as to what part of this improvement the State Highway Commission will actually assume responsibility for. In other words, we are wondering whether or not the city will be expected to place the final gravel coat on this street prior to paving, or whether this will be handled by the State Highway Commission under contract. If you could check with Mr. Ayres on this aspect of the project and have him advise us, we would appreciate it.

Yours very truly,

/s/ Jack M. Dunn

Mayor
City of Myrtle Point, Oregon

JMD:GS

LoA
2013

S-552(1) Bolon Island-Jack Franz Slough 1966
Sec. of Smith R. Rd. E. of
#6868 Gardiner (3 structures)

C&R 3101
C&R 3174
RR 637

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 99607

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-22-69	CC 1193		510-1 1[illegible]-797

Contract 6868
S-552(1)

NO U.S.C.

- Douglas County
- Board of Commissioners
- Courthouse

Roseburg, Oregon 97470

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: George Grubb	797		
Final Billing: Bolon Island--Jack Franta Slough Section, FAS 779. Covered by agreement dated August 23, 1965.			
County advance deposit		258,800.00	
Amount previously transferred		208,800.00	
Balance advance deposits			50,000.00
County share of construction costs		237,198.13	
Amount previously transferred		208,800.00	
			28,398.13
To be refunded			21,601.87

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received (with Remittance)

By _____

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

RECEIVED
AUG 25 1969
ENGINEER
COUNTY & CITY DIVISION

Noted
Oscar H. Norberg

NOTED

FAS 799

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 37383

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-23-68	AD 11992	

CREDIT DISTRIBUTION

510-1018-991 -P -632 $17,726.72
510-1018-991 -P-632 $19.01

Southern Pacific Company
PO Box 3809
San Francisco, California 94120

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: D. L. Praeger			
Cost of Contract Bid Items, Engineering, and Railroad Expense incurred in construction of highway overpass at Gardiner Junction, Douglas County, Oregon, which eliminated a grade crossing.			
Total Cost of Contract Bid Items		155,831.10	
Total Construction Engineering		12,151.86	
Total Railroad Costs		9,474.34	
Grand Total		177,457.30	
Railroad Share 10%			17,745.73
In accordance with Par 3, Page 2 of the State-Railroad Agreement dated July 14, 1966.			

Rec'd.
12/26/68

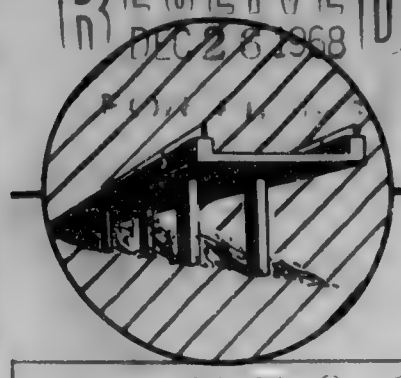
NOTED
HAROLD
REYNOLDSON

These are charges to SP RR as submitted by Jess Jones

RECEIVED
DEC 28 1968

Tom Lillebo Construction Co.

BRIDGE AND HEAVY CONSTRUCTION-INDUSTRIAL AND COMMERCIAL BUILDING



S-5520(1)

6868.

December 13, 1968

Harvey S. Benson, Attorney at Law
Public Service Building
Portland, Oregon 97204

Dear Sir:

Re: Rodda Paint Co. v. Federal Insurance Co.

Here is our check number 3674 in the amount of $575.80 to pay the account of our subcontractor, R. L. Boyle Company, in full to Rodda Paint Company, for paint used on the Bolon Island Bridges, Oregon State Highway Department Contract No. 6868. Our bond to the State of Oregon for this project is No. 8022-76-85 with the Federal Insurance Company as surety.

Please have our name placed on the general creditors list in place of the Rodda Paint Company with the estate of R. L. Boyle.

Yours truly,

TOM LILLEBO CONSTRUCTION COMPANY

Bill Lillebo

Bill Lillebo, Secretary

RECEIVED
DEC 16 1968
STATE HIGHWAY COMMISSION

cc: Baumgardner of Rodda Paint, Query of St. Hwy. Dept.,
Concagh of Federal Insurance, Ward Cook-Rodgers Agency,
Chandler of Boyle estate, Clerk of Lane Co. Circuit Court

Enc.

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

130 EAST RAILROAD AVENUE • P. O. BOX 45 • PHONE 271-2147 • REEDSPORT, OREGON 97467

RECEIVED
JUL 26 1968
FOR FILING

3-5530
6868

July 25, 1968

Mr. Harvey S. Benson
1023 Public Service Building
Portland, Oregon 97204

Dear Mr. Benson:

As requested in your letter of July 24, we have attached a certified copy of Contract No. 6868 awarded to Tom Lillebo Construction Company for construction of three bridges on the Bolon Island-Jack Franz Slough Section of Smith River Road (FAS 799) in Douglas County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Attachment

LAW OFFICES OF
HARVEY S. BENSON
1023 PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

HARVEY S. BENSON
JOHN H. ARENZ

TELEPHONE
226-3078

July 24, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Gentlemen:

On August 24, 1967, Rodda Paint Company filed a claim with your office stating that R. L. Boyle Company, subcontractor of Tom Lillebo Construction Company, Contract No. 6868, was indebted to Rodda Paint Company in the sum of $1151.60 for paint. You acknowledged receipt of said claim on August 28, 1967, and indicated you would forward the same to the Secretary of State for filing.

The claim has been unpaid and at this time, we request a certified copy of the contract and bond on said job be furnished to us pursuant to ORS 279.512. An affidavit is attached hereto.

Very truly yours,

Harvey S. Benson

Harvey S. Benson

HSB/s
Encls.

NOTED
FLOYD QUERY

Fran - Wanda please do
FQ

RECEIVED
JUL 25 1968
OREGON
STATE HIGHWAY COMMISSION

A F F I D A V I T

STATE OF OREGON)
) ss.
County of Multnomah)

I, E. C. BAUMGARDNER, being first duly sworn, depose and say:

That I am the Credit Manager for Rodda Paint Company, an Oregon corporation; that Rodda Paint Company furnished to R. L. Boyle Company, a subcontractor of Tom Lillebo Construction Company, Contract No. 6868, paint and materials for three structures on the Bolon Island-Jack Franz Slough Section of the Smith River Road (FAS 799) in Douglas County; that said materials were furnished between the 10th day of May, 1967, and the 8th day of July, 1967; that the reasonable value of said materials was and is the sum of $1151.60, no part of which has been paid;

That the within affidavit is made pursuant to Section 279.512, 279.514 and 279.515 ORS.

E. C. Baumgardner

Subscribed and sworn to before me this 24th day of July, 1968.

Fern L. Stewart
Notary Public for Oregon
My Commission Expires: 6-9-69

RECEIVED
JUL 25 1968
OREGON
STATE HIGHWAY COMMISSION

FR 799
Douglas Co

Salem, Oregon
September 11, 1967

Secondary Road Plan
FAS Policy & Procedure
FAS County Road Projects
Douglas Co

Mr. F. D. Morrison
Division Office Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97420

Dear Frank;

I am attaching a copy of the States Secondary Road Plan as approved by the Bureau of Public Roads. This is the plan under which we operate in regard to the expenditures of FAS funds on FAS-County Road projects. There is also attached a copy of our FAS Program Policy and Procedure. I am also adding a few random notes on the Smith River Road Project for your information.

Douglas County made formal application for structure project July 29, 1965.

Highway Department completed plans and called for bids on June 9, 1966.

Contract No. 6868 awarded to Tom Lillebo of Reedsport on June 16, 1966. Contract Authorization $535,447.96 including bid items, railroad protection, and 12½% engineering & contingencies.

Contract completed on July 12, 1967; inspected by County on July 19, 1967; accepted by County July 26, 1967.

FAS project contracted by State was for structures only. Since there were insufficient county FAS funds to cover entire cost of contract the County, in addition to contributing approximately 20% of the available FAS funds, contributed 100% of the difference between the available FAS funds and the total cost of the project. Therefore, Douglas County's total share of the three structures was approximately $258,800. (Final total costs have not been tabulated.)

In addition to the above the County accomplished all roadwork in connection with the project at its own expense.

Cooperating agencies in this project included:

Douglas County
Oregon State Highway Department
Bureau of Public Roads
U. S. Army Corps of Engineers
Southern Pacific Company

I believe Mr. Chandler can gather enough information from the above and attached data for his purposes. Please give us a call is anything further is needed.

Robert H. Prange,
Field Engineer
County and City Division

RHP:mr
Att.

RECEIVED
AUG 28 1967
FOR FILE

S-552(1)
6868

August 28, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 12, 1967, on Contract No. 6868. The contract was with Tom Lillebo Construction Company and was for three structures on the Bolon Island-Jack Frantz Slough Section of Smith River Road (FAS799) in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for your confirmation at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. R. Chandler

srb fn

FORM 2123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim File No. 4325

FILED
AUG 30 1967
CLAY MYERS
SECRETARY OF STATE

S-552(1)
6868

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 28, 1967

Rodda Paint Company
6932 S.W. Macadam Avenue
Portland, Oregon 97219

Attention: E. C. Baumgardner
Credit Manager

NOTED ON CARD
WHS

Gentlemen:

This is to acknowledge receipt of your claim letter of August 24 stating that R. L. Boyle Company, subcontractor, owes you $1,151.60 for paint.

This appears to be in connection with the Tom Lillebo Construction Company, Contract No. 6868, for three structures on the Bolon Island-Jack Franz Slough Section of the Smith River Road (FAS 799) in Douglas County.

The Federal Insurance Company through Ward Cook-Rodgers Insurance Company, 534 S.W. Third Avenue, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP - 1 1967
OREGON
STATE HIGHWAY COMMISSION

cc: Federal Insurance Company
Ward Cook-Rodgers Ins. Co.
Tom Lillebo Construction Co.
Commissioners
Mr. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Rodda PAINT CO. Manufacturers

6932 S.W. MACADAM AVENUE • PORTLAND, OREGON 97219 • PHONE 244-7512

August 24, 1967

State Highway Commission
319 State Office Building
Salem, Oregon

Re: Reedsport Bridge
Contract No. 6868

Dear Sirs:

This letter is to advise you that we have furnished paint for the Reedsport Bridge, Contract No. 6868.

The paint was ordered by R. L. Boyle Company, Coos Bay, Oregon, the subcontractor, for the general contractor, Tom Lillebo Construction Company, P. O. Box 45, Reedsport, Oregon.

We furnished material in the amount of $1,151.60 for which we have not been paid. Therefore, a claim may be filed with the Secretary of State against the surety bond.

Very truly yours,

RODDA PAINT CO.

E. C. Baumgardner

E. C. Baumgardner
Credit Manager

ECB:cjo

cc: Tom Lillebo Construction Company
P. O. Box 45
Reedsport, Oregon

RECEIVED
STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 25 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
AUG 28 1967

S-552(1)
6868

August 28, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6868 awarded to Tom Lillebo Construction Company for construction of three structures on the Bolon Island-Jack Frame Slough Section of FAS 799 in Douglas County was completed on July 12, 1967, and accepted by the Highway Commission on August 28, 1967.

Final payment in the amount of $13,742.20 will be released to the contractor after September 5, 1967. The total contract amount is $458,073.22 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Tom Lillebo Construction Company
130 East Railroad Avenue
Reedsport, Oregon 97467

Ward Cook-Rodgers Insurance Co.
534 S.W. Third Avenue
Portland, Oregon 97204

L.H. Young
C. H. Maison
Attn: John Herr

FAS 799
Doug Co

GEORGE E. GRUBB
COUNTY ENGINEER

672-3311
EXT. 25

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

NOTED
P. B. Arensmeier

July 26, 1967

Mr. L. R. Chandler
Division Engineer
Oregon State Highway Dept.
Roseburg, Oregon

Re: Bridges - Bolon Island-
Jack Franz Slough Section
Smith River Road #48.
Contract #6868

Dear Mr. Chandler:

The above captioned bridges were inspected on July 19, 1967 by the Douglas County Engineer and found to be satisfactorily completed.

DOUGLAS COUNTY BOARD OF COMMISSIONERS

Stanford Bonesteel, Chairman

Ray Eldeen, Commissioner

cc: Eugene H. Ash
H. S. Cox, County & City Relations

RECEIVED
AUG 1 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bolan Island-Jack Frans Sl.	WEEK ENDING: July 8, 1967	
	SECTION PREFIX: 510-1018	
HIGHWAY: Smith River Road (FAS 799)	COUNTY: Douglas	
NAME OF JOB: Bolan Island - Jack Franz Sl.	KIND OF WORK: Structures	
CONTRACTOR: Tom Lillebo Construction Co.	CONTRACT NUMBER: 6868	FEDERAL AID PROJECT NUMBER: S - 552 (1)
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: August 22, 1966	ESTIMATED COMPLETION DATE: b)7-15-67 d)7-12-67
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS b)270 d)90	CALENDAR DAYS USED a) 45 b) 191 d) 86
	SPECIFIED COMPLETION DATE a)45 c)269	PERCENT OF TIME ELAPSED a)100 b) 70 d) 96 c) 99.5
PROJECT AUTHORIZATION: $ 533,447.96		
EXCLUSIVE OF ENGINEERING: $ 497,371.67	ENGINEERING AUTHORIZATION $ 36,076.29	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99.5
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 495,976.67	ENGINEERING COST TO DATE $ 29,650.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97.5
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 0.3 %	PERCENT OF AUTHORIZATION 78 %	DATE PROJECT WAS COMPLETED: 7-12-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Panel, 1-Generator, 2-Compressors, 2-Paint Pots.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Retaining Wall		Smith River Br. 9532		Gardiner Hill 9533	O'xing		Jack Frans Sl. Br. 9534
PERCENT	100%		99%		99%			100%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Fair			
MONDAY 3	Fair			
TUESDAY 4	Fair			
WEDNESDAY 5	Fair			
THURSDAY 6	Fair			
FRIDAY 7	Fair			
SATURDAY 8				

Routing
Morgan
Dickey
Bond
Barbee
Walker
Glenn
Swee
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 10 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	Smith River Br. ... 9532: No Activity Gardiner Hill O'xing 9533: No Activity Jack Frame Sl. 9534: No Activity
MONDAY 3	9532, 9533, 9534: No Activity
TUESDAY 4	9532, 9533, 9534: No Activity.
WEDNESDAY 5	9532: 2 Finishers and helper doing finish work on concrete piling and cutting pick up points off. 9533: 1 Painter painting first gray coat on steel girders (2/3 complete). Finishers painted the retaining wall with P.V.A. paint. 9534: No Activity.
THURSDAY 6	9532: 2 Finishers and helper patching piling. 9533: 1 Painter painted on the first gray coat on steel girders. 9534: No Activity.
FRIDAY 7	9532: No Activity. 9533: 1 Painter painted on the first gray coat on steel girders. 9534: No Activity.
SATURDAY	

REMARKS

9532: Bridge is complete and site cleaned up except for patching pile on one bent and the tool shed to be moved.

9533: Painting contractor has completed the first gray coat on steel and is expected to finish the painting of the steel girders wednesday of next week the 12th. of July.

9534: Bridge complete and site is cleaned up.

Would like Final Inspection on ~~thursday~~, July ~~13~~ 18, 1967.

SIGNED Eugene H. Ash LOCATION Coquille

Eugene H. Ash

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 22 1966
FOR FILING

S-5552(1)

6868

4 ee

October 19, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3174

Herman Adalist & Associates
1905 South Jackson Street
Seattle, Washington 98144

Agenda
4 ee

Gentlemen:

We are enclosing a fully executed copy of an agreement to make the necessary tests, inspection and reports of the structural steel to be used on the construction of the Bolon Island-Jack Frans Slough Section of the Smith River Road in Douglas County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmb
Enclosure

cc: Mr. Ivan D. Merchant
(Photo Copy)

RECEIVED
OCT 12 1966
FOR FILE:
S-552(1)
6868

MISC. CONTRACTS and
AGREEMENTS No. 3124

October 11, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Bolon Island-Jack Frans
Slough Section
Smith River Road
Douglas County
Contract No. 6868
FAP No. S-552(1)

Dear Sir:

Attached are three copies of an agreement between the State and Herman Adalist and Associates for inspection of structural steel for the above project.

The effective date of this agreement is September 13, 1966, the day we authorized the consultant to proceed with the work.

The Highway Commission confirmed this agreement at their meeting on October 6.

A fully executed certificate of agreement was forwarded you October 3.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (3)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
OCT 3 - 1966
FOR FILING

S-552(1)
4868

September 30, 1966

Oregon State Highway Commission

Gentlemen:

The structural steel for the bridges to be constructed on the Helen Island-Jack Frans Slough Section of Smith River Road in Douglas County, a County FAS project, is to be fabricated at the plant of Isaacson Iron Works, Seattle, Washington.

In conformance with our standard policy, we have negotiated an agreement with Herman Adalist and Associates, Construction Inspectors, 1905 S. Jackson Street, Seattle, Washington, to make the necessary tests, inspections, and reports. This will entail an expenditure not to exceed $4,011. This is a secondary project and does not require Bureau of Public Roads approval, although a copy of the agreement has been filed with the Bureau for informational purposes.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This item will be on the agenda for your meeting October 6.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler

TE:ja bg

RECEIVED
OCT 28 1966
SP*23401-734

FOR FILING

S-552(1)

6864

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Salem, Oregon.....
.....September 20, 1966.....

RAILROAD COMPANIES
FILE No. 637

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: Pux 586
Construction Agreement
Southern Pacific Company
Bolon Island-Jack Franz Slough Section
Smith River Road
Douglas County

Attached please find fully executed duplicate original of a construction agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L Sollis

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: Ivan Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
L. R. Chandler (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
T. W. Litchfield (1)

Fine - Linda

Note in agreement record & then send to files

NOTED
FLOYD QUERY

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-25		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3 # 6868	7/11/66	Douglas
		PROJECT NO. 8-552(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bolon Island-Jack Frans Slough Section, Smith River Road.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-28-66	0.174
OTHER (Specify)		

FUNDS Pro Rata 38.2

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 523,549	$ 200,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

Oregon State Highway Department

Federal-Aid
Project No. S-552(1)

LOLO ISLAND—JACK FRANZ SLOUGH SECTION OF THE
SMITH RIVER ROAD, FAS 799 IN DOUGLAS COUNTY

Project agreement estimate.

Salem, Oregon, June 20, 1966

Type Code X081
Smith Bridge No. 9532 (Sta. 19+23 to 24+39)(Contract No. 6868)

Structural Excavation	75	cu.yd.	$ 10.00	$ 750.00
Furnish 16" Prestressed Piling	6,855	lin.ft.	6.70	45,928.50
Drive Prestressed Piles	110	only	345.00	37,950.00
16" Prestressed Pile Extensions	200	lin.ft.	12.00	2,400.00
Class "A" Concrete	All	Required		62,500.00
40' to 45' Type 2 Prestressed Beams	20	only	810.00	16,200.00
45' to 50' Type 2 Prestressed Beams	20	only	860.00	17,200.00
Metal Reinforcement	All	Required		25,200.00
Structural Steel	All	Required		35,000.00
				$ 243,128.50

Type Code X171
SPRR Crossing No. 9533 (Sta. 62+49 to Sta. 65+00)

Shoring, Cribbing, Etc.	All	Required		$ 14,000.00
Structural Excavation	625	cu.yd.	$ 6.00	3,750.00
Structural Excavation Below Elevation Shown	25	cu.yd.	20.00	500.00
Furnish 10 BP 42 Steel Piling	1,455	lin.ft.	4.75	6,911.25
Drive Steel Piles	37	only	90.00	3,330.00
Splice Steel Piles	10	only	35.00	350.00
Class "A" Concrete	All	Required		52,000.00
Metal Reinforcement	All	Required		18,700.00
Structural Steel	All	Required		45,100.00
6" Standard Steel Pipe	50	lin.ft.	16.00	800.00
8" Metal Drain Pipe	75	lin.ft.	3.50	262.50
Retaining Wall				
Trench Excavation	110	cu.yd.	5.00	550.00
Class "A" Concrete	85	cu.yd.	77.00	6,545.00
Metal Reinforcement	8,500	lb.	0.145	1,232.50
				$ 154,031.25

Type Code X080
Jack Frank Creek Bridge No. 9534 (Sta. 134+07 to Sta. 135+57)

Structural Excavation	40 cu.yd.	$ 12.00	$ 480.00
Furnish Treated Timber Piling	1,700 lin.ft.	2.10	3,570.00
Furnish 14" Prestressed Piling	1,530 lin.ft.	4.80	7,344.00
Drive Timber Piles	20 only	70.00	1,400.00
Drive Prestressed Piles	18 only	400.00	7,200.00
14" Prestressed Pile Extensions	200 lin.ft.	12.00	2,400.00
Class "A" Concrete	All Required		7,500.00
3' x 45' to 50' Prestressed Slabs	3 only	960.00	2,880.00
3' x 50' to 55' Prestressed Slabs	18 only	960.00	17,280.00
4' x 45' to 50' Prestressed Slabs	10 only	1,120.00	11,200.00
4' x 50' to 55' Prestressed Slabs	2 only	1,120.00	2,240.00
Metal Reinforcement	All Required		1,300.00
			$ 64,794.00
Railroad Protective Costs	All Required		$ 14,000.00
	Subtotal		$ 475,953.75
	10% Engr. & Cont.		47,595.25
	Total		$ 523,549.00

Length of Structures (3)———————— 0.174 Mile

Federal Funds	$ 200,000.00
State Funds	48,984.00
County Funds	257,622.00
Railroad Funds	16,943.00
Total	$ 523,549.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
State Funds for Maint.: Chapter 529, Laws 1939.

Railroad Protective Cost

Gardner Hill Section

Engineer Inspector for 7 months
Flagging Crew for one month
Engineer Inspector - Hdqtrs. Portland
Flagging Crew - Hdqtrs. Coos Bay
Portland - Reedsport = 185 miles
Coos Bay - Reedsport = 30 miles
Travel time Portland - Reedsport = 4 hours

Engineer Inspector

Salary (incl. overtime)	$ 5,920.00
Payroll additives	1,953.60
Expenses (personal & auto)	2,864.40
Subtotal	$ 10,738.00

Flagging Crew

Salary (incl. overtime)	$ 2,189.59
Payroll additives	722.56
Travel expense	359.10
Subtotal	$ 3,271.25
Total Protective Cost	$ 14,009.25

State will pay up to $ 14,000.00

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OCT 26 1966
FOR FILING

S-552(1)

6868

Salem, Oregon
July 20, 1966

RAILROAD COMPANIES
FILE No. 697

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Jack L. Sollis
Staff Attorney

Construction Agreement
Southern Pacific Company
Bolon Island-Jack Franz Slough Section
Smith River Road
Douglas County

Agenda Item
4u
7-20-66

Attached for further handling are two copies of an Agreement with Southern Pacific Company pertaining to construction of the railroad crossing structure on the Bolon Island-Jack Franz Slough Section of the Smith River Road in Douglas County.

When this agreement has been fully signed please return one executed copy to this office for the Commission's files.

Secretary

hh
Attachments (2)

cc: T. W. Litchfield

RECEIVED
JUL 11 1966
FOR FILING
S-552(1)
4168

July 8, 1966

Oregon State Highway Commission

Gentlemen:

There will be on the agenda at the July 14 meeting a construction agreement with the Southern Pacific Company for the construction of the railroad crossing structure on the Bolon Island-Jack Frans Slough Section of Smith River Road in Douglas County, Contract No. 6866.

This agreement provides for the State to reimburse the Railroad for engineering, inspection, flagging and removal of existing grade crossing protection required by this project. This cost is estimated to be $12,816. The agreement further provides that the Railroad will bear 10 per cent of the cost of the structure, since an existing grade crossing will be eliminated when this construction is completed.

This cost will be included as part of the total project cost which is a Federal-aid secondary project on the Douglas County Road System.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
T. W. Litchfield
C. H. Maison
L. H. Young
L. R. Chandler

Mr. Query: Please have the Commission initial the deletion of Paragraph 6.

RECEIVED
AUG 24 1966
FOR FILING

E-5[illegible](1)
6868

June 17, 1966

Tom Lillebo Construction Company
P O Box 41
Reedsport, Oregon 97467

Gentlemen:

The State Highway Commission on June 16 accepted your proposal for three structures on the Reiss Island-Jack Frans Slough Section of the Smith River Road in Douglas County for the sum of $461,953.75 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions were satisfied and the State Highway Engineer the same day awarded you the project, which has been assigned Contract No. 6868.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lhm
cc Pac. Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 88162

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-16-66	CC 1025		510-1018-297

NOTED
H. S. COX

Douglas County
Courthouse
Roseburg, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: County Board of Commissioners

	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			258,800.00
Partial Transfer of advance deposit for the Bolon Island-Jack Franz Slough Section, FAS 799. Covered by agreement dated September 23, 1965.			208,800.00
To be retained			50,000.00

NOTED
P. B. Armentrout

NOTED
RICHARD UNREIN

RECEIVED
JUN 17 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGEMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
H. S. COX

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

June 13, 1966

NOTED
P. B. Arensmeier

Mr. H. S. Cox
County & City Relations Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Smith River Road #48
FAS 799

Dear Si:

Herewith is Douglas County warrant No. 1,121 in the amount of $258,800.00 as Douglas County share for the construction of Smith River Bridge, Railroad Crossing and Jack Franz Creek Bridge..

Very truly,

Al. H. May

Al. H. May
County Engineer

AHM/hb
enc.

NOTED
HAROLD
REYNOLDSON

RECEIVED
JUN 14 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
V. R. [illegible]

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
RICHARD UNREIN

June 10, 1966

Douglas County Board of Commissioners
County Courthouse
Roseburg, Oregon

NOTED
P. B. Accomazzo

Gentlemen:

On June 9, a satisfactory bid was received from Tom Lillebo of Reedsport for constructing the Belon Island-Jack Frank Slough Section of FAS 702. As per agreement between the State and County, the following advance deposit is required from the County prior to the awarding of a contract:

	R.R.Crossing & retaining wall	Jack Frank Creek & Smith River Br.	total
Bid Items	$154,031.25	$307,922.50	$461,953.75
Railroad Protection	14,000.00	—	14,000.00
Engineering and Contingencies (12½%)	21,003.91	37,190.30	59,494.21
ESTIMATED TOTAL COST.....	$189,035.16	$346,113.80	$535,447.96

County advance deposit:
100% of difference between Estimated Cost of project and FAS fund
$535,447.96 - $334,000.00 = $201,447.96
15% of $189,035.16 = 28,355.27
($334,000.00 - $189,035.16)
X20% ..... = 28,992.97
TOTAL..... $258,796.20
or say $258,800.00

Please make this advance deposit in the amount of $258,800.00 by check or warrant payable to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD REYNOLDSON

NOTED
M. T. [illegible]

Verne R. Jones
Planning Engineer

VRJ:mr

NOTED
R. H. PRANGE

RECEIVED
JUN 14 1966
FOR FILING

S-5521(1)
6868

June 13, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3101

Board of Commissioners
Douglas County
Courthouse
Roseburg, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering Bolon Island-Jack Franz Slough Section (Gardiner Hill Section) of FAS 799 in Douglas County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell,
(Conformed Copy)

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P.O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

May 18, 1966

Routing

Morgan	Peets
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
MAY 19 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letters of April 20, 1966, and May 16, 1966 which had reference to construction on the following projects:

1. Smith River Bridge No. 9532
2. Gardiner Hill Overcrossing No. 9533
3. Jack Franz Cr. Br. No. 9534
4. "Q" St. Interchange-Fifteenth Street Section, Eugene-Springfield Highway, Lane County.

We have no objection from a wildlife standpoint to the above construction, and the projects are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC
5-19-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (8)

fp

(9)

May 11, 1966
(date)

NOTED
L. H. PRANCE

NOTED
RICHARD UNREIN

Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
[illegible]

Highway FAS 799

Section Gardiner Hill Section; Structures, 3; FAS-C

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
MAY 1[illegible]
ENGINEER
COUNTY & CITY DIVISION

5-12-66
(date)

By Ray E Dean Chm.

By Stanford Bruce
Commissioner

By K Metzger
Commissioner

Copy to L W Young
Attention E Ridings

Oregon State Highway Commission
State Highway Building
Salem, Oregon

5-5-66

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-552(1)

Highway No. FAS 799

Project Name Gardiner Hill Section,

Structures (3)

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

☒ *2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Roseburg, Oregon, this 5 day of May, 1966

Douglas County by its
Board of County Commissioners

Ray E Doerner
Chairman

Stanford Bruce
Commissioner

E V Smetzer
Commissioner

RECEIVED
MAY 6 - 1966
ENGINEER
COUNTY & CITY DIVISION

*Certify either paragraph 2 or 3.

NOTED
V. R JONES

ORDER #42607

1-2-66

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-341

In the Matter of the Application of the STATE OF OREGON by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Southern Pacific Company, known as the GARDINER HILL OVERCROSSING project in or near East Gardiner, in the Northwest Quarter (NW¼) of Section 25, Township 21 South, Range 12 West, Willamette Meridian, Douglas County, Oregon.

ORDER

On December 10, 1965, Oregon State Highway Commission, acting for the State of Oregon, applied to the Commissioner, under the provisions of ORS 366.205 and 763.040, for authority to construct a railroad-highway overcrossing at the location set forth in the above title. The overcrossing construction will be part of a highway project in which Applicant and Douglas County propose to reconstruct a portion of Smith River Road, Douglas County Road No. 48, County FAS 799, and eliminate therefrom that portion known as the Gardiner Hill section.

Applicant alleges that the proper service, safety and convenience of the traveling public requires the above described highway reconstruction and that construction of an overcrossing structure over the right of way and mainline track of the Coos Bay Branch of the Southern Pacific Company and an adjacent side track is a necessary part of said highway reconstruction.

Applicant states that the persons or parties affected by the proposed overcrossing are the Southern Pacific Company, hereinafter called "railroad", and Douglas County, Oregon.

Applicant also represents that upon completion, the estimated annual average daily traffic on the Smith River Highway will be 430 vehicles with an anticipated increase to 800 vehicles per day by 1985; that at the site of the proposed crossing there are 6 through train movements and 12 switching movements daily by the Southern Pacific Company along with approximately 8 daily switch movements by the Longview, Portland & Northern Railroad, a joint user of the side track. and that an undercrossing is not feasible due to the high water table at the proposed crossing site.

The Application, along with Oregon State Highway Department drawings numbers 21269 and 21132 attached to the Application and made a part thereof, represents that the proposed structure will be 250 feet between centerlines of the end bents; that the roadway width between curbs is 32 feet, with no provision for sidewalks; that said structure will be on a 1,000 foot vertical curve with ascending grades from the south of 3.44% and from the north of 5.99% with a point of intersection at Highway Engineer's Station 60+15; that said structure will be on an ascending grade from the north of approximately 5.8%; that the centerline of the proposed structure will intersect the main line track centerline at Highway Engineer's Centerline Station 63+62.97 P.O.T. equals Railroad Station 2411+86 P.O.C. with an angle of intersection of 41°11' in the Northeast Quadrant, and that the side track is approximately 15 feet westerly of and parallel to the main line track.

Applicant recognizes, as set forth in the Application, that the proposed structure constitutes a new highway crossing of an existing railroad but notes that the railroad will benefit by such construction ultimately making possible the elimination of existing grade crossing, No. CO-737.2. Applicant proposes that 10% of the cost of the proposed overcrossing and related retaining wall be borne by the railroad as hereinafter more particularly set forth.

Applicant proposes that all construction and maintenance of the project be handled and the costs thereof be borne as follows:

TO BE DONE BY STATE:

(a) Prepare plans and specifications, award contracts for and supervise the construction of the proposed overcrossing structure, including highway approaches thereto.

(b) Finance the construction of the said project except 10% of the cost of the structure and related retaining wall which is to be borne by the railroad. Reimburse the railroad for costs of certain other expenditures incurred by it in connection with said project.

TO BE DONE BY RAILROAD:

(a) Contribute 10% of the cost of the structure and retaining wall.

(b) Subject to reimbursement by Applicant:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of the construction.

2. Remove its existing signal and communication lines, protect the same during the construction period and place in a convenient location upon completion of construction.

3. Remove the existing signalization equipment at the crossing and if there is any salvage value, credit the same to the county.

(c) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities.

TO BE DONE BY COUNTY:

(a) Upon completion of the project, maintain the structure and all highway appurtenances thereto.

(b) Close and abandon the existing roadway from the easterly railroad right of way line to the

junction of said section of Smith River Road and the Oregon Coast Highway.

(c) Erect and maintain adequate barriers across Smith River Road in appropriate locations paralleling the railroad right of way lines.

Applicant further alleges that vertical and horizontal clearances will exceed the minimum standards required by the Commissioner's Rules at all times during construction and after completion of the proposed structure, including provision for a future 18 foot off-track maintenance road on the easterly side of the main track.

Copies of the Application and the attached drawings made a part thereof were forwarded to the Superintendent and Attorneys for Southern Pacific Company and to the County Court of Douglas County, Oregon. Both Southern Pacific Company and the County Commission of Douglas County advised the Commissioner that they have no objections to the construction of overcrossing as proposed or to the granting of the Application in accordance with the terms and conditions as set forth therein.

Due consideration has been given to all representations set forth in the Application and to the record herein. No issues within the purview of ORS 763.080 which would require a public hearing herein are raised by any railroad company or public body and the delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified. Such public hearing will, therefore, not be held.

Based upon the Application and record herein it is found that:

Construction of the overcrossing as proposed in the within Application will promote the public safety and convenience. The terms and conditions proposed by Applicant and set forth above which relate to the division of work to be performed, to maintenance and to the bearing of costs therefor are acceptable to all parties affected by such terms and conditions. Such terms and conditions are just and reasonable and are hereby approved.

From the foregoing it is concluded that construction of the proposed overcrossing and granting of the Application herein is in the public interest. It is therefore

ORDERED that the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Southern Pacific Company, known as the Gardiner Hill Overcrossing project, located in the Northwest Quarter (NW¼) of Section 25, Township 21 South, Range 12 West, Willamette Meridian, Douglas County, Oregon, be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner and in accordance with accepted engineering practices. The construction shall be performed in conformance with the details as shown on the drawings submitted with the Application and above identified;

2. All work of construction and maintenance of the structure and of its related highway and railroad appurtenances and facilities shall otherwise be done and the costs thereof shall be borne in accordance with the terms and conditions described in this order and approved in the findings of the Commissioner which are hereinabove made; and it is further

ORDERED that the designation CO-738.5-A be assigned to the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 2nd day of May, 1966.

Public Utility Commissioner

(SEAL)

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

NOTED
H. S. COX

April 7, 1966

NOTED
P. B. A[illegible]

Mr. H. S. Cox
City & County Relations Engineer
Oregon State Highway Department
Salem, Oregon 97310

NOTED
RICHARD UNREIN

Re: F.A.S. Road #799

Dear Si:

NOTED
R. H. PRANGE

Mr. Fred Yarbrough of your soils office has recommended further soils investigation at the river end of the proposed overhead crossing on our Sm ith River Road F.A.S. No. 799.

Confirming my telephone conversation with Mr. Verne Jones of your office of this date, we hereby request that the investigation be made by your office at an early date.

Very truly,

Al. H. May.

AHM/hb

Al. H. May
County Engineer

NOTED
HAROLD
REYNOLDSON

RECEIVED
APR 8 1966
ENGINEER
COUNTY CITY DIVISION

Copy to Merchant
4-8-66
V.J.

NOTED
V. R. [illegible]

Merchant will call Al and tell him Bridge Dept crew not available and advise him to contact Division III about their rig. He said County should rent the barge. 3-12-66

NOTED
[illegible]

Form CD-121
(11-63)
(Prom. by
A.O. 20-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
APR 4 1966
ENGINEER
COUNTY & CITY DIVISION

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: March 28, 1966

In reply refer to: 08-35.EC/710.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

NOTED
R. H. PRANCE

NOTED
H. S. COX

REFERRED TO
4-1-66
By Asst. State Hwy. Engr.

SUBJECT: Oregon Federal-aid Secondary Program

Mr. Young's March 3, 1966 letter submitted two projects for inclusion in the subject program. We are approving these Stage 2 construction projects effective this date:

NOTED
P. B. Arensmeier

Item	Project	Location	Work
949	S-552(1)	Gardiner Hill Section	3 bridges
950	SU-508(2)	Jenkins Road-Beaverton Section	Grading-Paveing & 1 structure

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedures or your minimum design standards will be needed during the accomplishment of these projects, this office should be notified of such proposed exceptions and reasons thereof.

You indicate that no railroad benefits are involved in Item No. 949, Project S-552(1). You should furnish evidence that the existing grade crossing is not being closed prior to initiating action on the project agreement or include railroad benefits in the estimate therefor. Approval of the item is also given with understanding that prior to award of contract Federal participation will be increased to the full pro-rata share or you agree to accept the present financing as a firm commitment.

The exception to your minimum design standards, a 22° curve in close proximity to, but beyond, a terminus of the above project is satisfactory. Necessary system revision of the underlying route for the item was approved by this office on February 10, 1966.

The material submitted to satisfy the urban transportation planning requirements of IM 50-2-65 is being accepted in this case for Item 950, Project SU-508(2), however, in future instances where a substantial portion of the right of way has not been acquired prior to July 1, 1965, full information as outlined in paragraph B-5 of the Instructional Memorandum should be furnished.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This approval provides for a total of 1.187 miles of construction for a total estimated cost of $1,250,000 of which $650,000 is obligated as Federal-aid Secondary funds.

RECEIVED
APR 1 1966
OFFICE ENGINEERING
DIVISION

RECEIVED
MAR 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO. 4-1

DATE SUBMITTED TO W. O. MAR 28 1966

FORM PR-1 (REV. 4-61)

RECEIVED MAR 30 1966 ENGINEER COUNTY & CITY DIVISION

FEDERAL-AID PR (PPM 21

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) (21 65)	Co. Rd. 0.5 mi., 1.0 mi. & 2.0 mi. N. of Reedsport.	ADT	PRESENT	400	FUTURE (66)(70)	680	YEAR (71)	86
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28 62)	Construct 3 Bridges	NATL. FOREST (63)(65)		FH ROUTE NO. (66)(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)	EMERG. YR. (72)(73)	B-3	PL. AUTH (74)
CARD 4	CLASS OF FEDERAL FUNDS	Secondary										COUNTY NAME	Douglas
	NAME OF URBAN AREA (17-31)											ROUTE NO.	S
												FEDERAL-AID	799

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST FEDERAL FUNDS (67)(76)
1										
5					PE		Co. Rd. 0.5 mi., 1.0 mi. & 2.0 mi. N. of Reedsport. (Gardiner Hill Section)			
5					ROW					
5	30			3	CONST (CODE) X021 X171	3		0.173	500,000	200,000
							PROJECT TOTALS	0.173	500,000	200,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

MAR 28 1966

B.P.R. OREGON DIVISION

RECEIVED
MAR 30 1966
ENGINEER
COUNTY & CITY DIVISION

FA-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
of (65)	ADT	400 (66)	680 (70)	86 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	949 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	(72) (73) B-3	(74) (75)	14 S- 23	7 552 13	(1)	(24) (26)	27

COUNTY NAME: Douglas — CODE: 019 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 799 — STATE: (32) Co. Rd. (36) (37) — U.S.: (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			One RCDG Br. over Smith River, one steel beam RR o'xing one RCDG Br. over Jack Franz Creek. (Length 916', HC 32')
0.173	500,000	200,000	67,000	233,000 (Co.)	ROW- 80' min.; Access Control- none; Parking Restrictions- none.
0.173	500,000	200,000	67,000	233,000 (Co.)	

(16) (23) (24) (33)

REMARKS

Assistance to displaced persons- None involved.

USCOMM DUSCOMM-DC 48908-P61

GARDINER HILL SECTION

S-552(1)

EXISTING FACILITIES: These structures will all be on new alignment which will follow down a water grade and eliminate a crossing of a steep ridge on alignment which includes steep grades and numerous sharp curves. The County will construct the new road section with a 24' wide paved surface and shoulders 8' wide.

ADJACENT SECTIONS:
NORTH END: 20' bituminous surface, 4' shoulders.
SOUTH END: FAP 9.

PROJECT DATA: Construct an R.C.D.G. bridge 150' long and 32' wide over Jack Franz Creek; construct a steel beam overcrossing structure 250' long and 32' wide over the Southern Pacific (Coos Bay Branch) Railroad and the Longview Portland & Northern Railroads (one track each). Construct an R.C.D.G. bridge over the Smith River Channel 516' long and 32' wide.

RIGHT-OF-WAY: 80' minimum.
ACCESS CONTROL: None.

RR XING: S.P. Co. (Coos Bay Br.)-one track. Longview, Portland & Northern RR-one track. Railroad benefit-None (No existing crossing)

MINIMUM DESIGN STANDARDS: The only substandard feature is a 22° curve at northerly end of the RR O'xing structure which is due to the limited area available between the track and the Smith River.

SYSTEM ACTION: Miner System Action has been submitted.
PUBLIC HEARING: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This route follows down the Smith River Valley. Some dairy farms in river bottom land. Serves heavily timbered area and carries very heavy logging traffic. School bus and mail route.

NOTED
P. B. Ackemeier

Salem, Oregon
March 1, 1966

Gardner Hill Structures Section
FAS 799
Douglas County

Mr. R. H. Chase

O F F I C E

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Estimated Construction Cost 3/1/66

NOTED
DON HARWELL

Total	Federal	State	County
$500,000	$200,000	$67,000	$233,000

The above estimate is the only one available at the present time. Due to the final settlement of a previous project the County now has additional Federal funds available and the above distribution has been changed accordingly.

V. R. Jones, Planning Engineer
County and City Division

VRJ:eb

Checked with AL May
County has funds available
V.J.

NOTED
V. R. JONES

FORM E-128X 50M 2-61

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FAS 799
Douglas Co

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
P. B. Arensmeier

February 21, 1966

NOTED
H. S. COX

District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

NOTED
RICHARD UNREIN

Dear Sir:

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Re: Navigation Permit
Smith River Bridge
Gardner Hill Section
Smith River Road FAS 799
Douglas County
Bridge No. 9532

Since the application for approval to construct the subject bridge across Smith River at Reedsport, Oregon, was made, Douglas County has requested that the middle span be revised from a fixed span to one which is removable. We have, therefore, designed a steel span using the same clearances. This span, upon request, can be lifted and floated out of the way on a barge. This operation is similar to the removable span on the Longview, Portland, and Northwest Railroad Bridge located a short distance upstream from the subject bridge.

We have revised the plan view of Sheet 3 of 5 of the Douglas County application by adding the words "Removable Span" with an arrow pointing to the span as the attached print indicates. Will you please see that this revision is made to the original application tracing.

Very truly yours,

NOTED
V. R. JONES

Ivan D. Merchant
Bridge Engineer

TCR:jf

cc: Al Mays
H. S. Cox

RECEIVED
FEB 21 1966
ENGINEER
COUNTY & CITY DIVISION

FORM E

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 18, 1966

NOTED
H. S. COX

NOTED
DON HARWELL

Al H. May
Douglas County Engineer
Douglas County Courthouse
Roseburg, Oregon

Dear Mr. May:

Re: Navigation Permit
Smith River Bridge
Gardner Hill Section
Smith River Road FAS 799
Douglas County
Bridge No. 9532

At your request we have revised the subject bridge and designed a steel removal span in the center which can, upon request, be lifted and floated on a barge out of the way. This revision requires a change in the application to the Corps of Engineers. We have revised sheet 3 of 3 of your War Department Application by adding the words "Removable Span" with an arrow pointing to the revised span.

We are attaching two prints of this revised sheet for your use. We are sending a print to the Army Engineers with a request that they revise the tracing submitted with your application.

Very truly yours,

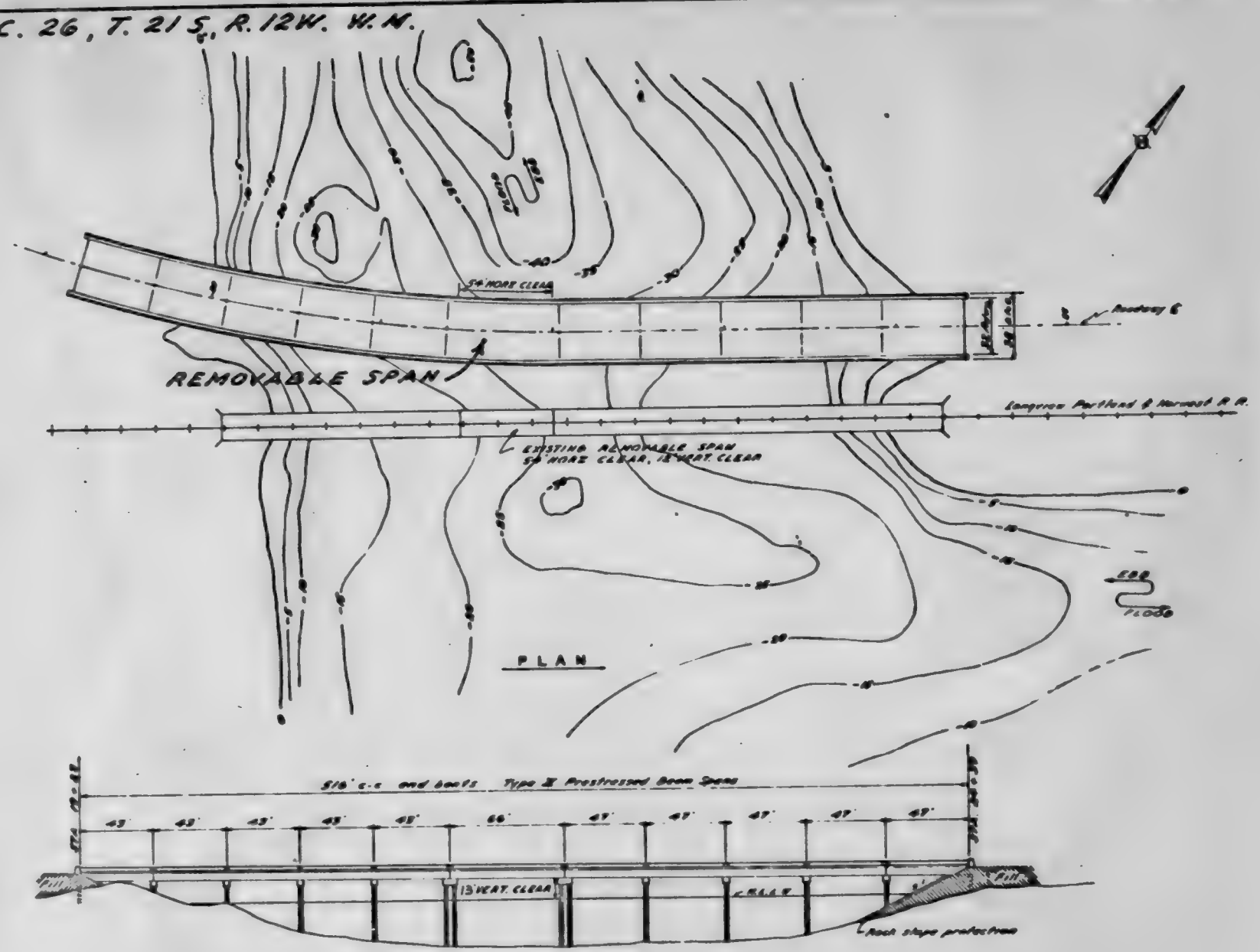
Ivan D. Merchant
Bridge Engineer

TCR:jf:smd

cc
H. S. Cox

RECEIVED
FEB 21 1966
ENGINEER
COUNTY & CITY DIVISION

SEC. 26, T. 21 S., R. 12W. W. M.


50' HORZ CLEAR
REMOVABLE SPAN
Umpqua River
Longview Portland & Northern R. R.
EXISTING REMOVABLE SPAN
50' HORZ CLEAR, 18' VERT CLEAR
PLAN
5/8" c.c. and bents Type II Prestressed Beam Spans
45' 45' 45' 45' 45' 66' 45' 45' 45' 45' 45'
13' VERT. CLEAR
Rock slope protection
ELEVATION
SCALE IN FEET

DATUM.
SOUNDINGS & ELEVATIONS ARE IN FEET & REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW WATER CORRESPONDS TO AN ELEVATION 3.05 FT BELOW MEAN SEA LEVEL.

APPROVED:
PORT OF UMPQUA

SECRETARY ..... PRESIDENT .....

PROPOSED BRIDGE
OVER
SMITH RIVER
NEAR
REEDSPORT, OREGON
DOUGLAS, COUNTY
APPLICATION BY
DOUGLAS COUNTY COMMISSION

OCT. 29, 1965 SHEET 3 OF 3
REVISED FEB. 16, 1966

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
R. S. COX

MEMO TO R. N. CHASE Date Jan. 26, 1966

FAS 799, DOUGLAS COUNTY: Gardiner Hill Structures (3) SECTION

TERMINI: Bridge over Jack Franz Creek 2.0 miles north of Reedsport; Overcrossing at Longview, Portland, & Northern R.R. and the Southern Pacific R.R. 1.0 mile north of Reedsport; Bridge over Smith River Channel 0.5 mile north of Reedsport.
PROPOSED WORK: Construct an R.C.D.G. Bridge over Jack Franz Creek, a steel beam railroad overcrossing structure and an R.C.D.G. bridge over Smith River Channel.

NOTED
DON HARWELL

PROJECT LENGTH: 0.173 miles.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$500,000	$142,000	$47,000	$311,000	

EXISTING FACILITIES: These structures will all be on new alignment which will follow down a water grade and eliminate a crossing of a steep ridge on alignment which includes steep grades and numerous sharp curves. The County will construct the new road section with a 24' wide paved surface and shoulders 8' wide.

NOTED
RICHARD UNREIN

ADJACENT SECTIONS:
NORTH/[redacted] END: 20' bituminous surface, 4' shoulders.

SOUTH/[redacted] END: FAP 9.

PROJECT DATA: Construct an R.C.D.G. bridge 150' long and 32' wide over Jack Franz Creek; construct a steel beam overcrossing structure 250' long and 32' wide over the Southern Pacific (Coos Bay Branch) railroad and the Longview Portland & Northern railroad (one track each). Construct an R.C.D.G. bridge over the Smith River Channel 516' long and 32' wide.

RIGHT-OF-WAY: 80' minimum.
ACCESS CONTROL: None.

RR XING: Two lines, one track each.
MINIMUM DESIGN STANDARDS: The only substandard feature is a 22° curve at northerly end of the R.R. O-Xing structure which is due to the limited area available between the track and the Smith River

SYSTEM ACTION Map change will be made.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: This route follows down the Smith River Valley. Some dairy farms in river bottom land. Serves heavily timbered area and carries very heavy logging traffic. School bus and mail route.

NOTED
V. R. [redacted]

VRJ:mm

12-9-65
JNH:ja

12-9-65 PUX 586

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Southern Pacific Company, known as the GARDINER HILL OVERCROSSING project in or near East Gardiner, in the Northwest Quarter (NW¼) of Section 25, Township 21 South, Range 12 West, Willamette Meridian, Douglas County, Oregon.

Drawing # 21269

APPLICATION

No._____

Comes now the Applicant State Highway Commission and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the travelling public, Applicant and Douglas County propose to reconstruct a portion of Smith River Road, Douglas County Road No. 48, County FAS 799, and eliminate therefrom that portion known as the Gardiner Hill Section. Said reconstruction necessitates the construction of an overcrossing structure over the right of way and main line track of the Coos Bay Branch of the Southern Pacific Company and an adjacent side track, as shown on Oregon State Highway Department Drawing No. 21269, titled Gardiner Hill O-Xing of S.P.R.R., Plan and Elevation, revised November 30, 1965. Also attached hereto is Oregon State Highway

JNH:ja
12-9-65

Department Drawing No. 21132, Vicinity Map and Profile, Southern Pacific Overpass, revised November 30, 1965; said drawings by reference hereto are made a part hereof. The proposed structure constitutes a new highway crossing of an existing railroad, but such construction makes possible the elimination of an existing grade crossing of said main line track and industrial spur which is identified in the Commissioner's Catalog of Crossings as No. CO-737.2. Since the Railroad will benefit by the elimination of the grade crossing, participation in the cost of said structure and related retaining wall in the amount of 10% is requested from the Railroad. Such participation by the Railroad is required by Bureau of Public Roads' Policy and Procedure Memorandum No. 21-10, dated October 3, 1958, and amendments and supplements thereto.

IV

That due to the high water table at the proposed site, an undercrossing is not feasible, so that an overcrossing is the only practical means for constructing a separation of the highway and railroad traffic.

V

That upon completion, the estimated annual average daily traffic on the Smith River Highway will be 430 vehicles with an anticipated increase to 800 vehicles per day by 1985; that at the site of the proposed crossing there are 6 through train movements daily plus 12 switching movements by the Southern Pacific Company and approximately 8 switching movements by the Longview, Portland and Northern Railroad, a joint user of the side track.

VI

That the proposed structure will be 250 feet between centerlines of the end bents; that the roadway width between curbs is 32 feet, with no provision for sidewalks. Said structure is on a 1,000 foot vertical curve, with ascending grades from the south

of 3.44% and from the north of 5.99% with a point of intersection at Highway Engineer's Station 60+15. Said structure is on an ascending grade from the north of approximately 5.8%; the centerline of the proposed structure intersects the main line track centerline at Highway Engineer's Centerline Station 63+62.97 P.O.T. equals Railroad Station 2411+86 P.O.C. with an angle of intersection of 41°11' in the Northeast Quadrant; that the side track is approximately 15 feet westerly of and parallel to the main line track.

VII

That the following persons are affected by the proposed crossing: Southern Pacific Company and Douglas County.

VIII

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State, Federal and County highway funds, plus 10% of the cost of the structure and retaining wall to be contributed by the Railroad, finance the construction of said project, including reimbursement to Railroad Company for its costs incurred in connection therewith; said contribution by Railroad being made pursuant to the aforementioned PPM 21-10, with Accounting Practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued August 15, 1955, and amendments and supplements thereto.

JNH:ja
12-9-65

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal Regulations as set forth in paragraph (b) above under THINGS TO BE DONE BY APPLICANT:

1. Contribute 10% of the cost of the structure and retaining wall.

2. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of the construction of the project.

3. Remove its existing signal and communication lines, protect the same during the construction period and place in a convenient location upon completion of construction.

4. Remove the existing signalization equipment at the crossing and if there is any salvage value, credit the same to the County.

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities.

THINGS TO BE DONE BY COUNTY:

(a) Upon completion of the project, maintain the structure and all highway appurtenances thereto.

(b) Close and abandon the existing roadway from the easterly railroad right of way line to the junction of said section of Smith River Road and the Oregon Coast Highway.

(c) Erect and maintain adequate barriers across Smith River Road in appropriate locations paralleling the railroad right of way lines.

JNH:ja
12-9-65

IX

That at all times during construction and after completion of the proposed structure, vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's Rules; that provision is made for a future 18-foot off-track maintenance road on the easterly side of the main track with adequate clearances.

X

That the proposed project is located in the Northwest Quarter ($NW\frac{1}{4}$) of Section 25, Township 21 South, Range 12 West, Willamette Meridian, Douglas County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 9th day of December, 1965.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
12-9-65

STATE OF OREGON)
) ss
County of Marion)

I, IVAN MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN MERCHANT

Subscribed and sworn to before me this 9th day of December, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

FORM E-123X 50M 2-65

RECEIVED
DEC 6 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WA
FOR FILING
PORTLAND
S-422(1)
6868

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 2, 1965

Reply in reference to 322

Southern Pacific Company
251 Union Station
Portland, Oregon 97209

Gentlemen:

Subject: Gardner Hill Overcrossing
of the Southern Pacific Company
Bridge No. 9533

On October 27 I sent you four prints of our drawings 21132 and 21269, the vicinity map and plan and elevation drawings respectively, of the proposed overcrossing structure on the Gardner Hill Section of FAS 799 Smith River Road No. 48. I am now enclosing four prints of the same numbered drawings with revisions No. 1 and 2. These drawings will be used as exhibits in the PUC application.

Douglas County proposes to close the existing road from the easterly railroad right-of-way to the junction with the Oregon Coast Highway. This closure will eliminate the existing grade crossing listed in the Commissioner's Catalog of Crossings as No. CO-737.2. The elimination of this grade crossing by the construction of the new overcrossing in new location will result in a benefit to the railroad. The provisions of PPM 21-10 require a participation in the cost of the grade crossing elimination by the Railroad of 10%. The 10% contribution by the Railroad will be limited to the federal aid portion of this project which is the overcrossing structure and retaining wall. Our preliminary estimate of cost is as follows:

ITEMS	UNIT	QUANTITY	RATE	AMOUNT
Shoring, cribbing, etc.	lump sum			$10,000
Excavation	cu. yds.	726	$10	$ 7,260
10BP42 piling	lin. ft.	420	$5.00	$ 2,100
10BP42 piling (drive)	No.	10	$80	$ 800
Class A concrete	cu. yds.	708	$80	$56,640
Metal reinforcement	lbs.	166,500	$.13	$21,645
Structural . . . Steel	lbs.	150,000	$.28	$42,000
Railroad costs	lump sum			$ 6,000
				$146,445
Contingencies 4½%				6,590
				$153,035
Engineering 10%				15,303
				$168,338

Note: Quantities include Wall.

The above figure of $168,338 is our estimate of cost at this time. The final contribution of the Railroad will be based on final quantities and unit or lump sum bid prices plus the cost of preliminary and construction engineering with normal additions of 19%. It is estimated that the contractor will be working on railroad property for six months. The Railroad will be reimbursed for their necessary expenditures for this project as permitted by PPM 30-3 with amendments and additions thereto.

In this project the State will prepare plans and estimates, award a contract and supervise construction, and upon completion of the project Douglas County will maintain the structure and all highway appurtenances.

The Railroad should furnish preliminary engineering, watchmen and flagmen services to protect their operations during the construction period, remove and protect their signal and communication lines during the construction period and replace in final location upon completion of construction, maintain their road bed and trackage at their own cost and expense.

It is my understanding that Douglas County is negotiating easement and longitudinal encroachment requirements directly with the Southern Pacific Company. An application for a PUC order permitting this construction is now being prepared for submission by Douglas County to the Commissioner. Please advise if there is anything further that we can do to further this project in any way. At the present time this project is scheduled for a bid opening on April 19, 1966. Will you please return one print of each of the enclosed drawings with your approval or comments noted.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:ran

cc: T. W. Litchfield
Joseph Harshberger
Tom Edwards
Al May

FORM E-80X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1965

To: Mr. G. E. Rohde
Chief Counsel

O F F I C E

Attn: Mr. J. Horshberger
Assistant Counsel

SUBJECT: Application for PUC Order
Gardner Hill Section
FAS 799
Overcrossing of SP Company Tracks
Bridge No. 9533

Douglas County proposes to reconstruct a portion of the Smith River Road No. 48, County FAS 799, by the elimination of what is known as the Gardner Hill Section. The proposed realignment will require an overcrossing of the Coos Bay branch of the Southern Pacific Company tracks and a siding track. The County has requested the State to prepare the PUC order for their submission to the Commissioner.

Twelve prints each of drawing Nos. 21132 and 21269, the vicinity map and plan and elevation drawing respectively, are attached.

The proposed overcrossing is in the N.W. ¼ of Sec. 25 T. 21S, R.12W W.M. The centerline of the proposed highway relocation intersects the main line of the railroad at Highway Sta. 63+62 97 POT-Railroad Sta. 2411+86 P.O.C. with an intersection angle of 41 degrees 11 minutes in the N.E. quadrant. At the point of crossing there is a Southern Pacific Company spur track approximately 15 feet westerly and parallel to the main line track.

The proposed overcrossing structure will have a total length center to center of end bents of 250 feet and will consist of a 26 ft. R.C.D.G. span, a 124 ft. steel girder span over the tracks and two 50 ft. R.C.D.G. spans. Roadway width between curbs is 32 feet and no provision is made for foot traffic. The proposed structure is on a 1,000 ft. V.C. with ascending grades from the south of 3.44% and from the north of 5.99% with a P.I. at Sta. 60+15. The structure will be on approximately a 5.8% grade ascending from the north. Provision is made in the construction for an 18 ft. off-track maintenance road on the easterly side of the main track. Vertical and horisontal clearances are indicated on drawing No. 21269 and in all instances are greater than the minimum PUC requirements.

NOTED
TOM EDWARDS

The reconstruction of FAS 799 as proposed will eliminate a grade crossing of the main line of the Southern Pacific Railroad and an industry spur as the County proposes to abandon the existing road from the easterly railroad R/W to its junction with the Oregon Coast Highway. Adequate barricades will be erected and maintained by the County in the proper locations upon closure of the existing crossing. The crossing eliminated is known in the Commissioner's Catalog of Crossings as No. CO-737.2. The overcrossing structure and retaining wall are to be constructed using federal, state and county funds. As the proposed crossing eliminates an existing grade crossing, the Railroad will be asked to participate in the cost of the crossing in the amount of 10% as required by PPM 21-10 with amendments and additions thereto. The 10% contribution by the Railroad will be limited to the structure and retaining wall costs as determined by final quantities and unit or lump sum bid prices plus the actual cost of preliminary and construction engineering. The Railroad will be reimbursed for their necessary expenditures in this project as permitted by PPM 30-3 with amendments and additions thereto.

In the construction of this project the State should do the following things: prepare plans, estimates, award a contract and supervise construction. Upon completion of the project Douglas County, will maintain the structure and all highway appurtenances.

In this construction project the Railroad should furnish preliminary engineering, watchmen and flagmen services to protect their operations during the construction period, remove and protect their signal and communication lines during the construction period and replace in final location upon completion of construction, maintain their road bed and trackage at their own cost and expense.

At the point of crossing there are six through train movements daily with twelve switch movements by the Southern Pacific Company and approximately eight switch movements by the Longview, Portland and Northern Railroad, joint users of the siding track. Highway traffic is estimated to be 430 vehicles per day upon completion of the project with an increase to 800 vehicles per day in 20 years.

Will you please prepare an application to the Public Utilities Commissioner for an order permitting this construction in the name of Douglas County.

Ivan D. Merchant
Bridge Engineer

IDM:en

cc: T. W Litchfield
Tom Edwards
Al May

DEC 3 1965
OFFICE OF
STATE HIGHWAY

DOUGLAS COUNTY
PROPOSED PROJECT (1966 Funds) 8-4-65

FAS 799, Lower Smith River Road: Gardiner Hill Section, three structures, $367,000.

Douglas County is relocating this section of the FAS route to follow the river toward Reedsport on a greatly improved grade line. The County is constructing the roadway and the FAS project will include only the structures. There will be a bridge over Jack Franz Creek, an overcrossing of the Longview, Portland, & Northern Railroad and the Coos Bay Branch of the S.P.R.R., and a bridge over the Smith River Channel. The $367,000 represents the balance of FAS funds available at present and Douglas County will provide whatever additional amount is required. The County has prepared and forwarded the vicinity maps for the proposed structures.

HIWAY COMMISSION
APPROVED ON
AUG 23 1965

65-f
8/4/65

NOTED
DON HARWELL

MEMO
August 4, 1965

GARDINER HILL SECTION STRUCTURES
FAS 799, DOUGLAS COUNTY

Mr. Al May, Douglas County Engineer, was contacted this date and the following items were discussed.

A route change on FAS 799 will be forwarded to the Bureau of Public Roads. No difficulty regarding approval is anticipated.

The width of the structures will be 32 feet instead of 30 feet as requested by the county. Approved by Al May.

The county requests the inclusion of all the structures in one contract to be let in February or March of 1966.

The county will furnish 100% of all costs over their available $367,000 of FAS funds.

State will prepare request to Corps of Engineers for structure over Smith River Channel. The County Engineer stated that the lift span in the adjacent railroad bridge had never been used.

V. R. Jones

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm

Copies to:
L.R. Chandler
F.O. Morgan
J.E. Morelock
Ivan Merchant

NOTED
V. R. JONES

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

NOTED
DON HA

July 30, 1965

Mr. H. S. Cox, City & County Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Cy:

Enclosed is one transparency and one print each of vicinity maps on three bridge sites, together with three applications for design and construction on the proposed realignment of the Gardiner Hill Section of Lower Smith River Road No. 48, FAS 799.

We have made preliminary application for the proposed project to the United States Engineer Department, also enclosed herewi th are copies of documents pertaining to the same. More detached plans are being forwarded to the Engineer Department as suggested in Mr. Hyde's letter of July 28.

Douglas County will secure the permits for the grading job and assist when requested on securing P.U.C. permits over the two railroads and other bridge permits from the Army Engineers.

Very truly,

A. H. May

AHM/hb
enc.

Al. H. May
County Engineer

NOTED
V R JONES

336-1721 ;mitv (cak ;ve.) ;ec. (Gmri. 1/00
& Pav.)
46569

34A
3047

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO 90087

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-[illegible]-67	66 Final		[illegible]

RECEIVED
JAN 12 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

- City of Amity
- City Hall
- Amity, Oregon 9712
-

Attn: Ivan R. Shields, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment project on ash Avenue, contract # [illegible]. Covered by agreement dated April 19, 1966.			
City's Advance deposit			$ 5,956.99
As per attached statement: Final Cost		[illegible] 10,37[illegible].75	
Agreed State share			5,135.76
Agreed City share			[illegible].76
Balance due			

NOTED
P. B. Arensmeier

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ _____

By _____

NOTED
MAINOR C. HULMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

Form A-181—(7-66)
SP°F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Amity
City Hall
Amity, Oregon 97101
Attention of Mr. Ivan R. Shields, City Recorder

Request No. (assigned by staff engineer or head of division) 66-1041
Date January 11, 1967
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on Oak Avenue, contract # 6869
Covered by agreement dated April 12, 1966.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's Advance deposit		$ 5,256.00
		As per attached statement:		
		Final Cost	$22,606.21	
		Agreed State share	17,170.25	
		Agreed City share		5,435.76
		BALANCE DUE STATE.....		$ 179.76

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $5,256.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution: NOTED RICHARD UNREIN
336-1721-295

Submitted by: Richard Unrein

Approved: D. N. Hamond
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

NOTED MAINOR C. HOLMES NOTED DON HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date January 11, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1966

Contract # 6869 Prefix 336-1721 Survey Prefix 336-1418

Street Oak Avenue

City Amity

Payments to Contractor (See attached voucher).....	$ 17,853.51
Engineering and Contingencies.....	4,499.49
* Survey (Total-$2,403.25) City's pro rata share.....	252.98
TOTAL.....	$22,606.01
**Agreed State Share	17,170.25
Agreed City Share	$ 5,435.76
City Advance Deposit	$5,256.00
BALANCE DUE STATE	$ 179.76

Reference: Outside Billing oc-1041

* Construction costs over $20,000 = $2,353.03 / Construction costs = $22,353.03 X 2,403.25 = $252.98

City share of preliminary engineering -$252.98

** Construction costs $22,353.03
less 100% City Items 5,182.78
(See attached summary) $17,170.25

RU:mm

SUMMARY
100% CITY ITEMS

	Oak Avenue City of Amity Contract # 6869
6" Sanitary Sewer Pipe 612' @ $1.95	$ 1,193.40
Trench excavation 170.48 CY @ $2.50	426.20
8" Sanitary Sewer Pipe 338' @ $2.15	726.70
Trench excavation 190.15 CY @ $2.50	475.38
Sanitary manholes 2 @ $240.00	480.00
Concrete Curbs 27.54 CY @ $40.00	1,101.60
Concrete Driveways 155.90 sq. yd. @ $5.00	779.50
	$ 5,182.78

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: YAMHILL

CONTRACT NO.: 6869

ESTIMATE NO.: 3 fin

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: AMITY /OAK AVE/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING		LUMP SUM	200.0000	1.00
002	REMOVAL OF CURBS		LIN FT	1.0000	100.00
003	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.1500	749.50
004	TRENCH EXCAVATION		CU YDS	2.5000	418.42
005	WATERING		M-GALS	4.0000	16.00
007	3/4IN-0 MATERIAL IN BASE		CU YDS	5.0000	228.00
008	STONE BASE		CU YDS	4.0000	1,154.00
009	CLASS B ASPHALT	CONCRETE	TONS	10.0000	465.22
010	8-INCH STORM SEWER PIPE		LIN FT	2.2100	96.00
011	6-INCH SAN SEWER PIPE		LIN FT	1.9500	612.00
012	8-INCH SAN SEWER PIPE		LIN FT	2.1500	338.00
013	CONCRETE MANHOLES		ONLY	240.0000	3.00
014	CONCRETE INLETS TYPE GB		ONLY	90.0000	4.00
015	ADJUSTING INLETS		ONLY	40.0000	2.00
016	CONCRETE CURBS		CU YD	40.0000	27.5
017	CONCRETE DRIVEWAYS		SQ YDS	5.0000	155.9

DATE: 09/23/66 6869

PREVIOUS VOUCHER NO.: 8631

CHECKED BY: CP/md

ENGINEER OR AUDITOR: R. M. Harris

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6869	3 final	336-1721-204 (41) 875.73 Dr.
	FEDERAL AID PROJECT NO.		

ITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
SUM	200.0000	1.000	200.00	200.00	
J	1.0000	100.000	100.00	100.00	
OS	1.1500	749.500	861.93	861.93	
OS	2.5000	418.420	1,046.05	1,046.05	
LS	4.0000	16.000	64.00	64.00	
OS	5.0000	228.000	1,140.00	1,140.00	
OS	4.0000	1,154.000	4,616.00	4,616.00	
	10.0000	465.220	4,652.20	4,652.20	
FT	2.2100	96.000	212.16	212.16	
FT	1.9500	612.000	1,193.40	1,193.40	
FT	2.1500	338.000	726.70	726.70	
	240.0000	3.000	720.00	720.00	
	90.0000	4.000	360.00	360.00	
	40.0000	2.000	80.00	80.00	
D	40.0000	27.540	1,101.60	1,101.60	
OS	5.0000	155.900	779.50	779.50	

RECEIVED
OCT 5 - 1966
FOR FILING

336-1721
6869

October 4, 1966

National Insurance Company
Bonding Department
427 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6869 awarded to Salem Road & Driveway Company for grading and paving at Oak Avenue in the City of Amity in Yamhill County was completed on August 22, 1966, and accepted by the Highway Commission on September 29, 1966.

Final payment in the amount of $875.73 will be released to the contractor after October 11, 1966. The total contract amount is $17,863.54 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

gc

cc: Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon 97308

Victor S. Staley Company
804 Board of Trade Building
Portland, Oregon 97204

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 30 1966
FOR FILE
336-1721
6869

September 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 22, 1966, on Contract No. 6869. The contract was with Salem Road & Driveway Co. and was for grading and paving on Oak Avenue in the city of Amity in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 29, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klabee
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Amity (Oak Ave.)	WEEK ENDING: September 3, 1966	
	SECTION PREFIX: 336-1721	
HIGHWAY: City Street	COUNTY: Yamhill	
NAME OF JOB: Amity (Oak Ave.)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Salem Road & Driveway	CONTRACT NUMBER: 6869	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 16, 1966	DATE WORK STARTED: June 28, 1966	COMPLETION DATE: August 22, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN. -0- SUPERVISION: -00-	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 31
	SPECIFIED COMPLETION DATE Calendar count begins July 23, 1966	PERCENT OF TIME ELAPSED 44
PROJECT AUTHORIZATION: $ 19,816.44	ENGINEERING AUTHORIZATION: $ 1,409.17	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 97
EXCLUSIVE OF ENGINEERING: $ 18,407.27	ENGINEERING COST TO DATE: $ 4,218.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 111
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 17,859.66		DATE PROJECT WAS COMPLETED: August 22, 1966
ESTIMATED PERCENT: OVERRUN / UNDERRUN -2.97 %	PERCENT OF AUTHORIZATION +199 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11	0.11			0.11
MILES PARTIALLY COMPLETED	0.11	0.11			0.11
MILES COMPLETED	0.11	0.11			0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	960 c.y.	1,290 c.y.			440 tons
TOTAL QUANTITIES CORRECTED TO DATE	750	1,382			465
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	750	1,382			465
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast	No		Project Complete
MONDAY	Rain	No		
TUESDAY	Overcast	No		
WEDNESDAY	Fair	No		
THURSDAY				
FRIDAY				
SATURDAY				

Routing

RECEIVED
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	Semi-final Estimate was submitted to the Division Office.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Form No. 124-RE-1 received from the Sub-contractor on Tuesday and Semi-final Estimate was Submitted to Division Office on Wednesday.

This will be the XXXX final Weekly Report .

SIGNED [signature] LOCATION McMinnville

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 24 1966
FOR FILING

336-1721

6869

June 17, 1966

Salem Road and Driveway Company
P. O. Box 603
Salem, Oregon

Gentlemen:

The State Highway Commission on June 16 accepted your proposal for grading and paving Oak Avenue in Amity, Yamhill County, for the sum of $17,514.62 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions were satisfied and the State Highway Engineer on the same day awarded you the project, which has been assigned Contract No. 6869.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

Pacific Builder & Engineer Inc . Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.

June 14, 1962
Salem, Oregon

NOTED
P. E. Arnemeier

NOTED
H. S. COX

Special City Allotment Project
Oak Street
Amity, Oregon

Mr. C. H. Maison

O F F I C E

Attention: John Herr

NOTED
RICHARD UNREIN

Herewith is warrant No. 1375 from the City of Amity in the amount of $5,[illegible].00 which is the required deposit for suoject project.

This project is now clear for award.

H. S. Cox
County and City Engineer

HSCimr
Att.

cc: L. H. Young
F. D. Morgan

NOTED
HAROLD
REYNOLDSON

NOTED
H. S. COX

June 10,1966

Mr. Ivan Shields
City Recorder
City Hall
Amity, Oregon

NOTED
P. B. Arensmeier

Dear Mr. Shields:

On June 9, the State Highway Commission opened bids on the Special City Allotment project on Oak Avenue in Amity. The low bid was submitted by Salem Road and Driveway Company of Salem and the anticipated cost based on the bid is as follows:

Contractors Bid	$17,514.62
Anticipated additional items	100.00
total.....	$17,614.62
Engineering and Contingencies (12½%)	2,201.83
TOTAL ANTICIPATED COST.....	$19,816.45

As a part of this project certain items are to be constructed at the City's expense according to a resolution passed by the City of Amity on April 12, 1966, and the agreement between City and State pertaining to this project. The anticipated cost of these items based upon the bid is as follows:

Sanitary Sewer Items	$3,056.00
Concrete curbs and driveways	2,200.00
TOTAL CITY ITEMS.....	$5,256.00

NOTED
HAROLD REYNOLDSON

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check to this office in the amount of $5,250.00 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S.Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

5CA

11.12 66

NOTED
H. S. COX

RESOLUTION

WHEREAS, The City of Amity, Oregon, has entered into an agreement with the State of Oregon by and through its State Highway Commission for the improvement of Oak Avenue from Third Avenue to Woodson Avenue in said City, and it would be advantageous to the city to lay the sanitary sewer line while said improvements are being made; now, therefore

BE IT RESOLVED, That the City of Amity, Oregon, request that the said State Highway Commission of the State of Oregon include in their contract for the improvement of said portion of Oak Avenue the installation of a six inch sanitary sewer pipe; and

BE IT FURTHER RESOLVED, That the City of Amity pay, in addition to its share of the street improvement: all costs incident to the installation of said sewer pipe, including, but not limited to, engineering, the cost of materials, including sewer pipe, excavation and backfilling, and that said installation be made according to plans, specifications, and elevations to be furnished by John Cunningham and Associates, City Engineers; and

BE IT FURTHER RESOLVED, That the cost of the installation of said sewer pipe be paid from the sewer fund of the City of Amity, Oregon.

STATE OF OREGON)
County of Yamhill) ss.
City of Amity)

I, Ivan R. Shields, Recorder of the City of Amity, Oregon, do hereby certify that the foregoing is a full, true and correct copy of resolution adopted by the Council and approved by the Mayor of the City of Amity at a regular meeting of said Council held April 4, 1966, and the whole thereof.

Witness my hand and the seal of the City of Amity affixed this 12th day of April, 1966.

Ivan R. Shields

City Recorder

RECEIVED
APR 15 1966
ENGINEER
COUNTY & CITY DIVISION

City Seal - All Have Received
Attachments

NOTED
RICHARD UNREIN

NOTED

RECEIVED
APR 14 1966
FOR FILING
336-1721
6869

April 12, 1966

MISC. CONTRACTS and AGREEMENTS No. 3047

Mr. Ivan R. Shields
City Recorder
City of Amity
Amity, Oregon

Dear Mr. Shields:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering Oak Avenue in the City of Amity.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
C. W. Head, Ass't. Secretary

hh
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

F. S. ZEIDLHACK
H. S. BURDIN, JR.

CONSTRUCTION
VALUATIONS
REPORTS
DESIGN

JOHN W. CUNNINGHAM & ASSOCIATES
CONSULTING ENGINEERS
REGISTERED PROFESSIONAL ENGINEERS
OREGON, WASHINGTON

PHONE: 228-4765
714 OREGON BANK BUILDING
PORTLAND 4, OREGON

FILE 763

April 11, 1966

RECEIVED
APR 11 1966
ENGINEER
COUNTY & CITY DIVISION

Mr. Richard Unrein, Field Engineer
County and City Division
Oregon State Highway Department
403 State Highway Building
Salem, Oregon 97310

Re: Amity, Ore. - Sewers on Oak Ave.

Dear Sir:

In conformity to our telephone conversation of last Tuesday, we are enclosing one print of your drawing for the paving of Oak Ave in Amity, upon which we have marked and pasted all of the information and details needed for construction of the sewers on Oak Ave. and within the area to be paved. We are also enclosing a set of our standard specifications covering the purchase and installation of materials for the sewers. It is our understanding that details referring to the gravity and pressure sewers will be added to your plans and specifications for the paving project and that the sewer construction will be under your supervision.

We have crossed out portions of the sewer specifications which do not pertain to the work at hand and have noted where certain sections of the text may duplicate or conflict with your own specifications. Please feel free to change, re-arrange or delete portions of our specifications as long as the quality and utility of the finished sewers and the interests of the City of Amity are not unfavorably affected.

A pasted-together sample proposal form is enclosed for your reference. This shows the breakdown of bidding units which we would normally use for a sewer project and the approximate quantity of each bidding item. Concrete Backfill, Item 2, and the Standing Connection, Item 8, may or may not be utilized. You can omit them and cover this work by an extra if it should be needed. On the other hand, you may wish to carry all sewer work under a single lump sum item in your bidding schedule.

Our estimate of cost for all of the sewer work described is between $3,000. and $3,600.

We have discussed this work with Mr. Milliken of the Oregon State Sanitary Authority and have been told that submittal of sewer plans and specifications for approval by his office will not be necessary in this case, since the required information will appear on the plans for the remainder of the project which we will submit later for the City of Amity. However, we will appreciate receiving a set of plans and specifications for our own reference.

Yours very truly,

JOHN W. CUNNINGHAM & ASSOCIATES

By H. S. Burdin

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

cc: City of Amity
F.B. KLABOE
F.L. HALL/w AHT.
R.D. AUBUCKY
F.D MORGAN

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Division

Subject 1966 Special City Allotment Project
Oak Avenue
City of Amity

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights of way or rights of entry for the above referred to project have been secured.

Dated at Amity, Oregon, this 9th day of March, 1966.

AMITY CITY COUNCIL

By James Rika Jr.
Mayor

By Ivan R. Shields
Recorder

NOTED
RICHARD UNREIN

RECEIVED
MAR 15 1966
ENGINEER
COUNTY & CITY DIVISION

cc: E.F. Saling
F.D. Morgan
R.D. Asbury
L.H. Young

NOTED
DON HAMFIL

4-1-66 [illegible] 2060

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
RICHARD UNREIN

Salem, Oregon
February 25, 1966

To: Mr. H. S. Cox
County & City Engineer
Building

SUBJECT: Oak Avenue (Amity) Section
City Street
Yamhill County

NOTED
DON HARWELL

Attached you will find six original option forms in quadruplet covering slope easements to be acquired in connection with the Oak Avenue (Amity) Section of a City Street in Yamhill County. This contract is scheduled for letting on March 10, 1966.

Enclosed for your information are copies of the Authorization list and Mr. Barbee's letter of February 16, 1966.

We are attaching five prints of map number 1R-3-1404 covering this area and bearing our date of February 17, 1966.

File No.	Name	Area
39291-A	Fred L. Garver, et ux	2,250 Sq. Ft.
39291-B	R. B. Miller	3,200 " "
39291-C	Union High School District No. 5-4, Joint	7,800 " "
39291-D	C. McLaughlin, et ux	1,600 " "
39291-E	Warren John Reedy, et ux	100 " "
39291-F	Irvin M. Hahn, et ux	1,500 " "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MC/jg
Attach: 6 Options,
Auth. list & Mr. Barbee's letter
5 prints map
cc: R. D. Asburry (1 print)
E. J. Benner (1 print)

RECEIVED
FEB 25 19[illegible]
ENGINEER
COUNTY & CITY DIVISION

FORM E-30X—80M—1-66 SP 6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1966

SUBJECT:
Oak Avenue (Amity) Section
City Street
Yamhill County

To Mr. D. H. Moehring
Right of Way Engineer
Office

Attached are 6 descriptions and an authorization for the subject City project which is scheduled for March 10, 1966.

The City of Amity is to acquire the right of way.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

FOS:hc

cc: Mr. H. S. Cox

Attachment

Form F-288 (Rev.)-5M-1-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

NOTED
RICHARD UNREIN

Highway City Street County Yamhill

Unit Survey Approved

Section Oak Avenue (Amity) Sta. 10+00 Sta. 15+39.90

R/W Map No. 18-3-14.04

Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE						
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
39291-A	Fred L.& Minnie Alice Garver				X			X				Slopes				
B	R.B. Miller				X			X				Slopes				
C	Union Hi.Sch.Dist.No.5-4 Joint				X			X				Slopes				
D	C. & Lois McLaughlin				X			X				Slopes				
E	Warren John Reedy et ux				X			X				Slopes				
F	Irvin M. & Marie Hamm				X			X				Slopes				

Submitted Floyd O. Scott Date FEB 16 1966
R/W Description Engineer

Approved Date
Assistant Construction Engineer

Approved Date
R/W Engineer

RECEIVED
FEB 23 1966
FOR FILING
36-1721
6869

2-10-66

Prefix No. 336-1418

LOCATION PROSPECTUS
OAK AVENUE SECTION
CITY OF AMITY - YAMHILL COUNTY

HIGHWAY: Oak Avenue from 3rd Avenue to Woodson Avenue, city of Amity. Not on Federal-aid or State system.

TERMINI: The northerly terminus is at the intersection of Oak Avenue and 3rd Avenue. The southerly terminus is at the intersection of Oak Avenue and Woodson Avenue.

LENGTH: 0.10 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, paving and curbs on existing alignment. Reconnaissance is not necessary. There are no special drainage problems anticipated. Soils investigations will be conducted. The survey need not be tied to the Lambert Grid System. The City will pay for the installation of curbs. This is to be constructed with 1966 Special City Allotment Funds.

TYPICAL SECTION: The typical section will be a 41-foot curbed section. The 41-foot width is due to matching existing and future curbs to the south of the project.

BASE DESIGN: The tentative design for construction is:

Paving	3	" A.C.
Top Course Base	2	" Leveling
Bottom Course Base	11-1/2"	Crushed Base
Total Depth	16-1/2"	

NOTED
R. L. PORTER

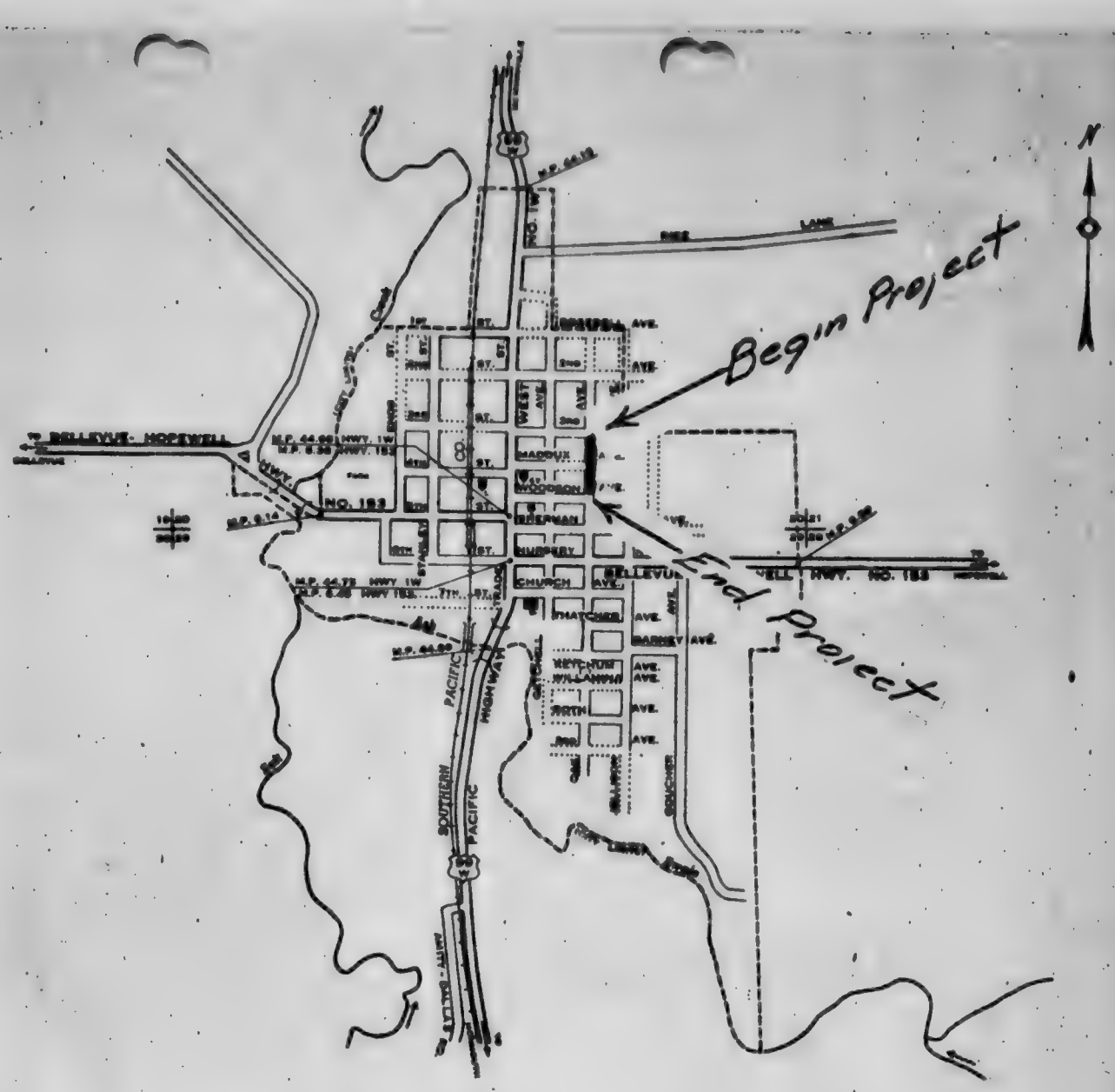
MATERIAL: Adequate quantities available from commercial sources.

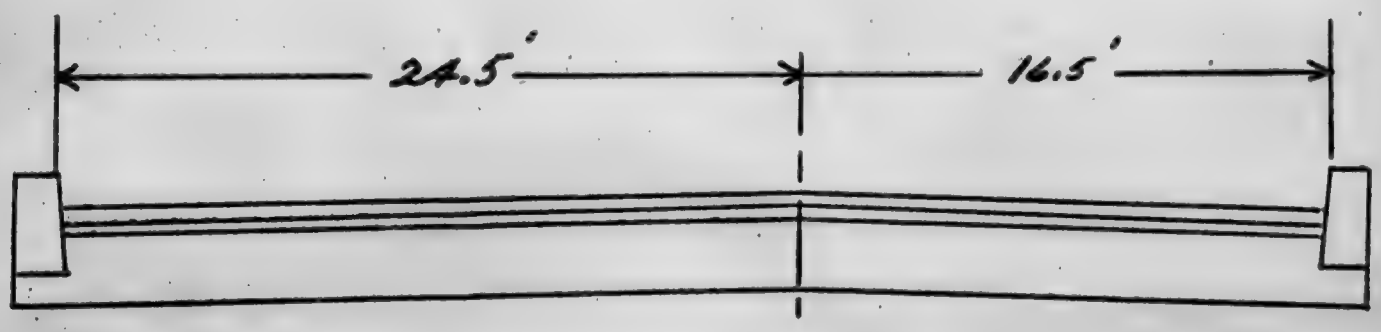
UTILITIES: Routine utility adjustments will be necessary and will be the responsibility of the City.

AGREEMENTS: Routine negotiations for Special City Allotment project.

February 10, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER





Prospectus Map
Oak Avenue Section
City of Amity

Yamhill County
1966

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section OAK AVENUE (FROM 3RD AVE. - WOODSON AVE.) Highway CITY OF AMITY County YAMHILL

Res. Engr. R. Harris Approx. Length 0.10 Miles. Sta. _____ to Sta. _____

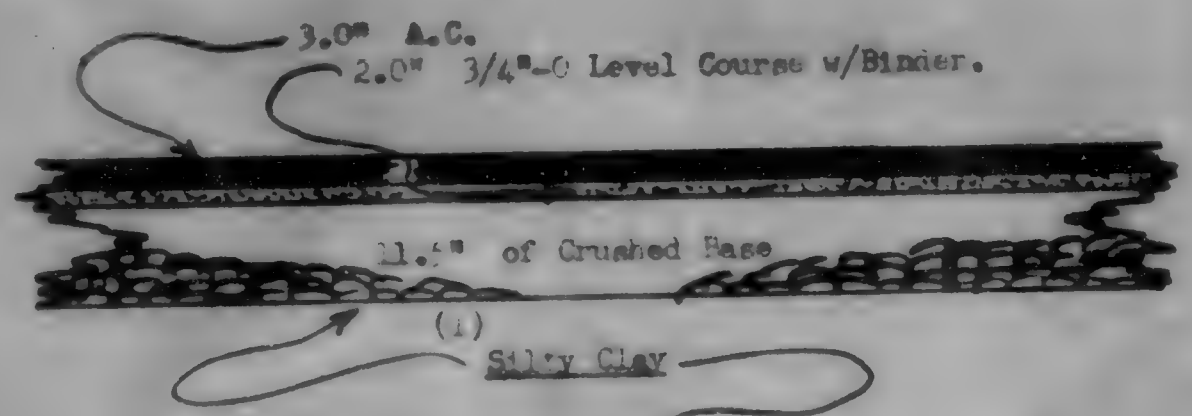
Truck A.D.T. 5 Traffic Coefficient 5.7 18 kip s.a. per day 3.5.

Annual Precipitation 49"± Frost Penetration - - - - .

(1)
Typical Soil
41 LL
1 PI
74 %P 10
67 %P200
% Gravel
% C Sand
% F Sand
% Silt
% Clay
1 "R" Value
(Estimated)

AASHO CLASSIFICATION:
A-7-6 (10)

MATERIAL SOURCES:
To be determined by the Engineer.



Values assigned various components of the pavement structure:

1.0"	Asphaltic Concrete	= 2.0"	Crushed Base
1.0"	Oil Mat	= 1.1"	Crushed Base
1.0"	Stone Subbase	= 0.5"	Crushed Base

(See Standard Specifications plus 8% max. P #200 sieve and "R" Value = 70 minimum.)

Prefix			
Date			
CBR Total Req.	Credit	Actual Thick.	
	3.0	3.0	A.C.
	2.0	2.0	Level
	11.5	11.5	Cr. Base
19.5	19.5	19.5	

RECEIVED FEB 4 1966 FOR FILING

NOTED
F. B. KLABOE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

SECTION: OAK STREET

HIGHWAY: CITY OF AMITY

COUNTY: YAMHILL

Traffic Analysis:

Calculation for Pavement

Loadometer Study For Year: _____

A. Present ADT 150 (Total)

B. Future ADT 250 (Total)

C. Mean ADT 200 (ADT)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) F= 2.5% x (C) 200 = 5

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 5 x (F) 100 % = 5

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.649

= 5.7

SECTION: OAK STREET

HIGHWAY: CITY OF ANTIOCH

COUNTY: CONTRA COSTA

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: When constructed to present C.S.H.D. surfacing thickness standards
5. **Cost Comparisons:** See remarks

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** Generally A.C. or Oil
7. **Stage Construction:** Not applicable
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** See remarks
10. **Stimulation of Competition:** See remarks
11. **Construction Consideration:** See remarks
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** City prefers A.C.
13. **Traffic Safety:** See remarks
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

This is a short project (0.10± mi.). See Items 6 and 12.

Form F-20—2M—2-53

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

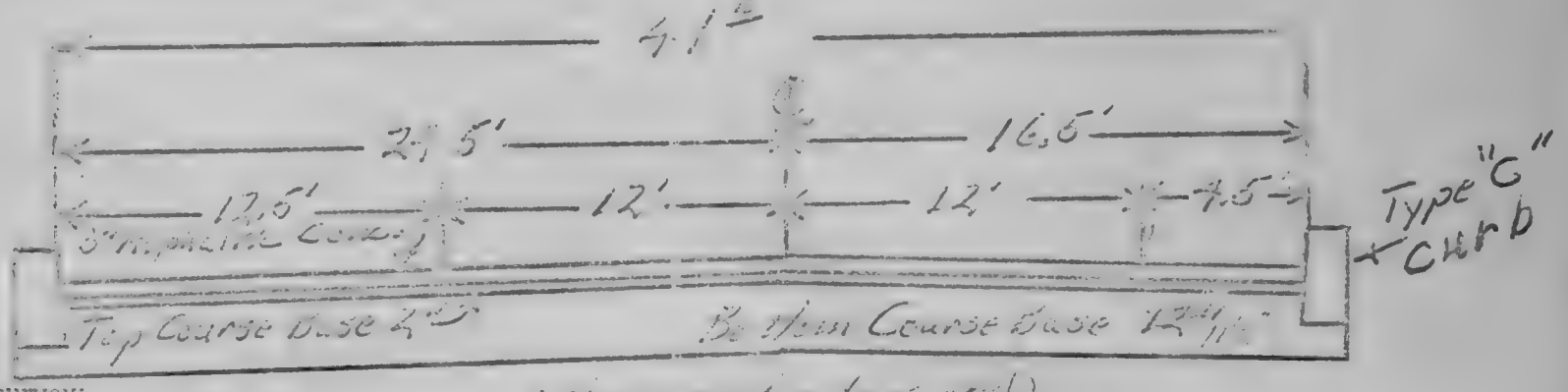
Section ..... Date ....., 19.....

Highway .....

County Div. 2 Survey Prefix ..... (Assigned by Salem office)

Description of termini, route, length, etc.:

mile to the intersection



Purpose of survey:

RECEIVED
FEB 15 1966
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

	(901)	=	
Plans	(905)		300.00
Soils	(910)		200.00

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,100.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Request made by:

..... Field Engineer

Recommended for Approval:

..... Ass't. Construction Engineer

Recommended for Approval:

..... Division Engineer

Approved:

..... Ass't. State Highway Engineer

State Printing 64450

aca

CITY OF AMITY

AMITY, OREGON

October 19, 1965

NOTED
RICHARD UNREIN

Mr. Richard Unrein
State of Oregon
State Highway Department
Salem, Oregon

NOTED
DON HARWELL

Dear Mr. Unrein:

Youd Letter of October 8, 1965, was presented to the Amity City Council for their consideration, and it was their opinion that they should go ahead with the Oak ~~street~~ Ave. Improvement presented tp the State Highway Department, and that they were willing to share in the estimated cost of $5000.00 as thier part in the progects cost.

We have looked into financing and will have no problem here.

Sincerely yours
City of Amity
Ivan R. Shields
Ivan R. Shields Recorder

NOTED
H. S. COX

RECEIVED
OCT 20 1965
ENGINEER
COUNTY & CITY DIVISION

October 8, 1965

Mr. Ivan R. Shields
City Recorder
City Hall
Amity, Oregon

NOTED
DON HARWELL

NOTED
H. S. COX

Dear Mr. Shields:

It is planned to submit your request for improvement of Oak Avenue to the State Highway Commission for consideration.

The estimated cost of this project is $25,000 of which City's share is estimated to be $5,000.

If you wish to proceed with this project, please inform this office as to City's ability and willingness to pay its share of the estimated cost.

Prompt attention to this matter will be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mm

3-1-65

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Amity is an incorporated city of the State of Oregon and has a population of 640 as given by the latest official census; and

WHEREAS, the following streets of said city, Oak Avenue between Woodson Avenue and Third Avenue and Third Avenue between Oak Avenue and Trade Street (99W)

RECEIVED
MAR
ENGINEER

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Amity does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Clifford Wolf as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of March, 1965.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Amity at a regular ~~or special~~ meeting of said Council, held on the 1st day of March, 1965, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 2nd day of March, 1965.

Joan R. Shedd
City Recorder

(cc-50, 1959 Rev.)

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY	D	D
SECONDARY		
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

AMITY

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 638

Scale in Feet

Revised September 1964

S-167(3) Drewsey-Central Cre. HWY. 1966
Sec., (tone base & (il.)
#6870

C & A 3099

OREGON STATE HIGHWAY DEPARTMENT

FORM A-130 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 91461

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-1-67	66 10x5		513-[illegible]-197

RECEIVED
JUN 1 1967
ENGINEER
COUNTY & CITY DIVISION

Contract 6870
S- 167(3)

- [illegible]
- Harney County
- Courthouse
- Burns, Oregon 97720

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: Harney County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Van-Drewsey Spur Section, FAS 456. Covered by agreement dated 1-25-66.			
County advance deposit		11,200.00	
Less amount previously transferred		7,200.00	
			4,000.00
County share of construction		11,994.61	
Less amount previously transferred		7,200.00	
			4,794.61
Balance Due			794.61

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Aronsmeier

NOTED
DON HARWELL

NOTED
R. H. PRANGE

RECEIVED
FEB 1 - 1967
FOR FILING

S-167 (2
6810

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1967

SUBJECT: Assignment No. 1312-FBK
Drewsey Spur Section
FAS 458

To:
1312
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

On January 27, 1967 the Drewsey Spur Section was examined regarding the condition of the roadway as a whole, but especially the 0-11 oil mat which was placed last fall.

There is no indication at this time of any soft areas or breakup on the roadway section. There is, however, indication in a few areas that some of the seal coat of the oil mat is raveling, thus leaving a roughened surface. This raveling does not appear to be serious at this time, but could develop if it condinues, to a point where a seal coat might be advisable. This will not be known until next spring when warm weather is prevalent.

The recently completed contract called for an 0-11 oil mat and a light leveling course. This was to be placed over a previously graded and based section, which work was done by Harney County.

Prior to the contract work, the stability of the base as constructed by the County was questioned. As a part of the documentation attached is a copy of a memorandum from members of the Harney County Court which states the Oregon State Highway Department would be held harmless should failure to the highway section occur due to frost action.

A check with Office Engineering shows that this project has been finaled and paid off. Under these conditions, I would recommend the attached notice of completion from the Bureau be signed and sent back to them.

F. D. Morgan
Construction Engineer
By John H. Walker
John H. Walker
Assistant Construction Engineer

JHW:fp
Attach.
111

RECEIVED
JAN 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. KLABOE
NOTED

NOTED
A. SHIRLEY

APR 18 1966

REC'D DIV. OFFICE
LA GRANDE

To Whom It May Concern:

In the matter of the Drewsey Spur Section, FAS 458, Harney County, which section was graded and surfaced by Harney County, the Harney County Court hereby acknowledges that tests subsequent to construction indicate surfacing on this section is susceptible to frost action. It is the considered opinion of the Court that completion of this road by placing a 2" level course of crushed rock followed by an O-11 oil mat wearing surface will be completely satisfactory in all respects. To this end the Harney County Court will hold the Oregon State Highway Department harmless should failure of this section occur due to frost action.

Date 11/14/66

By _____, County Judge

By _____ Commissioner

By _____ Commissioner

NOTED
A. F. PARSON

96

L.H.YOUNG, OSHD: Sign and return this assembly to BPR. State copy will be returned after Division Engineer's acceptance signature.

23543 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1964—739-338

FORM PR-33C (REV. 5-64)

cc: OSHD (Klaboe)
OSHD (Edwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REGION NO. 8

FINAL INSPECTION OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

(Submit original and 3 copies to the Public Roads Division Office)

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE: ORIGINAL SIGNED BY E. B. KLABOE

TITLE:

STATE: Oregon

COUNTY: Harney

PROJECT NO.: S-167(3)

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: R. A. Nichols, Area Engr.

DATE OF INSPECTION: 12-7-66

IN COMPANY WITH: Alfred Shirley, Jr., Asst Div Engr, OSHD

CONTRACTOR'S NAME: J. C. Compton Co., McMinnville, Oregon

CONTRACT AMOUNT: $ 49,365.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construct a stone leveling course and type 0 - 11 asphalt penetration mat.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 28 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
5231	2.71	28	None	None

REMARKS: The project has been completed in apparent conformity with the State standards and procedures approved in accordance with the 1964 Secondary Road Plan.

DREWSY SPUR SECTION
FAS 458

The project begins at the junction of FAS 458 and FAS 823 north of Drewsy, Oregon. From thence it proceeded south easterly 2.71 miles along FAS 458 to a junction, the Central Oregon Highway (FAP 31).

The roadbed was graded and the base material was furnished and placed by the county. The top surface of the base material was 32' except where it was narrowed to meet 3 narrow (24' wide) bridges. This project was let for the purpose of placing a 2" leveling course and an 0 - 11 oil mat.

The contract was awarded on 6-21-66.

The contract work was started on 7-25-66 and completed on 9-2-66. Fifty-eight of the 60 calendar days allowed to complete the contract work was used. (more)

ACCEPTED BY BUREAU OF PUBLIC ROADS

SIGNATURE DIVISION ENGINEER

DATE

WASHINGTON OFFICE COPY

Orig Ret'd BPR 1-31-67

The plans show a typical section with a 20' oil mat plus 4' crushed aggregate shoulders. This section was changed to provide an 0 - 11 oil mat 28' wide by Price Agreement No. 1. Final measurements indicate the mat was from 28' to 29' wide except at the bridge approaches.

The final estimated cost of the contract items was $61,526, about 24% above the original bid. This overrun was due primarily to an overrun in the oiling items caused by widening the oil mat.

The oil delivered to the project did not meet the penetration specifications so a penalty of $215.76 was assessed. ($9.30/ton, 23.2 tons)

The State's certification that the materials incorporated into the project with exception of the asphalt met pertinent specification requirements is attached to the Division office copy of this report.

Acceptance of the project is recommended.

R A Nichols

R. A. Nichols, Area Engr

RECEIVED
DEC 22 1966
FOR FILING
S-167(3)
6870

December 21, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 2, 1966, on Contract No. 6870. The contract was with J. C. Compton Co. and was for oiling on the Brenner-Central Oregon Highway Section of FA3458 in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 21, 1966, and that you concur in this procedure at the Commission meeting on January 11.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

RECEIVED
DEC 22 1966
FOR FILING
S-167 (3)
6870

December 21, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6870 awarded to J. C. Compton Company, for oiling on the Drewsey-Central Oregon Highway Section of FAS 458 in Harney County was completed on September 2, 1966, and accepted by the Highway Commission on December 21, 1966.

Final payment in the amount of $2,013.91 will be released to the contractor after December 29, 1966. The total contract amount is $61,555.57 including $244.48 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ

cc: J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Drewsey-Central Oregon Highway		WEEK ENDING: December 3, 1966
		SECTION PREFIX: 513-1048
HIGHWAY: FAS 458 County Road		COUNTY: Harney
NAME OF JOB: Drewsey-Central Oregon Highway	KIND OF WORK: Oiling	
CONTRACTOR: J.C. Compton Company	CONTRACT NUMBER: 6870	FEDERAL AID PROJECT NUMBER: S-167(3)
DATE OF CONTRACT: June 21, 1966	DATE WORK STARTED: July 25, 1966	ESTIMATED COMPLETION DATE: September 2, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 58
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 97
PROJECT AUTHORIZATION: $ 67,804.20		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 63,815.00	ENGINEERING AUTHORIZATION $ 3,989.20	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 61,556.22	ENGINEERING COST TO DATE $ 3,989.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.5 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: September 2, 1966 Semi-final submitted 11/29/66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		2.71		2.71	
MILES PARTIALLY COMPLETED		2.71		2.71	
MILES COMPLETED		2.71		2.71	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3,760 cy		1,880 cy	
TOTAL QUANTITIES CORRECTED TO DATE		3,675 cy		2,418 cy	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3,675 cy		2,418 cy	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	No report from this area.			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity- Contract completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final mailed to Division Office November 29, 1966 except for final flagging bills that wrer mailed back to the contractor again for correction. This will be the final report for this project from this office.

SIGNED W. D. Smith
Resident Engineer

LOCATION 3280 East Idaho Ave.
Ontario, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

STATE COPY

Monthly transaction number: 11-15	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Harney
Modification number: 1		Project number: S-167(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 11, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 54,851	$ 67,006
Federal funds	$ 34,835.00	$ 42,500.00
Other revisions		

This modification is made for the following reasons:

Revised estimate based on increased bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of October, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L K Backlund
L. K. Backlund (Division Engineer)
Administrative Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. S-167(3)

DREWSEY-CENTRAL OREGON HIGHWAY SECTION,

FAS ROUTE 458 IN HARNEY COUNTY

(Revised estimate as a basis for modification of project agreement. Based on increased bid quantities.)

Salem, Oregon, October 14, 1966

Type Code 5231
Roadway (MP 21.04 to MP 23.75)(Contract 6870)

Previous subtotal on estimate of June 22, 1966			$49,865.00
Previous Estimate			
Watering	90 M-gal.	$ 5.00	$ 450.00
Aggregates in Asphalt Macadam	1,630 cu.yd.	8.00	13,040.00
120-150 Asphalt in Asphalt Macadam	122 ton	70.00	8,540.00
RS-1 Asphalt in Asphalt Macadam	34 ton	70.00	2,380.00
			$24,410.00
Revised Estimate			
Watering	680 M-gal.	$ 5.00	$ 3,400.00
Aggregates in Asphalt Macadam	2,100 cu.yd.	8.00	16,800.00
120-150 Asphalt in Asphalt Macadam	170 ton	70.00	11,900.00
RS-1 Asphalt in Asphalt Macadam	48 ton	70.00	3,360.00
			$35,460.00
Net Increase			$11,050.00
Subtotal			$60,915.00
10% Engr. & Cont.			6,091.00
Total			$67,006.00

Length of Roadway - - - - - - - - 2.71 Miles
Cost Per Mile - - - - - - - - - - $24,725.46

Federal Funds -	$42,500.00
State Funds -	12,253.00
County Funds -	12,253.00
	$67,006.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
7-26		COUNTY Harney
PROJECT REPORT NO. 4 # 6870	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7-11-66	PROJECT NO. S-167(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Drewsey-Central Oregon Hwy. Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-17-66	2.71
OTHER (Specify)		

FUNDS Pro Rata 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 54,851	$ 34,835.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By P K Moore

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 11 1966

Oregon State Highway Department

Federal Aid
Project No. S-167(3)

DREWSEY-CENTRAL OREGON HWY. SECTION,
FAS ROUTE 453 IN HARNEY COUNTY

Project Agreement Estimate.

Salem, Oregon, June 22, 1966.

Type Code 5231
Roadway (MP 21.04 to MP 23.75)(Contract No. 6870)

Watering	90	M-gal.	$ 5.00	$ 450.00
Preparation of Old Roadbed	2.71	Miles	500.00	1,355.00
3/4" - 0 Material in Stone Base Leveling Course	3,760	cu.yds.	5.00	18,800.00
3/4" - 0 Aggregate in Prime Coat	250	cu.yds.	8.00	2,000.00
MC-250 Asphalt in Prime Coat	40	tons	70.00	2,800.00
Aggregates in Asphalt Macadam	1,630	cy.yds.	8.00	13,040.00
120-150 Asphalt in Asphalt Macadam	122	tons	70.00	8,540.00
RS-1 Asphalt in Asphalt Macadam	34	tons	70.00	2,380.00
				$49,365.00
Flagging (57½% of Contractor's Cost)				$ 500.00
				$49,865.00
		10% Engr. & Cont.		4,986.00
			Total	$54,851.00

Length of Roadway	2.71 Miles
Cost Per Mile	$20,240.22

Federal Funds	$34,835.00
State Funds	10,008.00
County Funds	10,008.00
Total	$54,851.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
SEP 16 1966
FOR FILING
S-167(3)
6870

County Court *for* Harney County

BURNS, OREGON 97720

September 13, 1966

Forrest Cooper, State Highway Engineer
Highway Bldg.,
Salem, Oregon

H. S. Cox, County & City Engineer
Highway Bldg.,
Salem, Oregon

A. F. Parson, Division Engineer
State Highway Department
2111 Adams St.,
La Grande, Oregon

Gentlemen:

The members of Harney County Court and the county Road Supervisor have inspected the oiling job on the Drewsey Spur and are well satisfied with the job. We hereby accept responsibility for the road as of this date.

Yours very truly,

Harney County Court

Newton Hotchkiss, Judge

W. W. Arntz, Commissioner

NOTED
R. L. PORTER

RECEIVED
SEP 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 16 1966
FOR FILING

S-167(3)

6870

August 15, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6870, an oiling project on the Drewsey-Central Oregon Highway Section of FAS458 in Harney County, is anticipated. J. C. Compton Company of McMinnville is the contractor. The original project authorization was $56,098.12. The present anticipated cost is $67,804.20, indicating an overrun of $11,706.08 or 20.7 percent. This is a Federal-aid secondary county project.

County Job
Widened Roadbed
from 20 to 28 at
County request

The reason for this overrun is due to a change in the plan typical section. The County requested that the oiled width be increased from 20 feet to 28 feet.

This request for an additional authorization will be presented to you at the August 25 meeting and we recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Rhboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

DES:nh fn

FORM B-30 8ON 10-61 BP-23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1966

SUBJECT: Overrun of Project Authorization
Drewsey-Central Oregon Highway
FAS 458
Contract No. 6870

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer

B U I L D I N G

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for oiling is under contract to J. C. Compton Company of McMinnville. The original project authorization was $56,098.12. The present anticipated cost is $67,804.20 indicating an overrun of $11,706.08 or 20.7%.

The reason for this overrun is due to additional oiling quantities required by a change in the plan typical section. Our agreement with Harney County, which was approved by the Bureau of Public Roads, called for an oil mat to be constructed to a 28-ft. width. The plans were drawn with a typical section showing a 20-ft. width.

It is recommended that the project authorization be increased by $11,706.08.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

DES:nh

Attachments

cc: L. H. Young
H. S. Cox

FORM E-20X—60M—8-66 BP*23600-734

fas 458
Harney Co

RECEIVED
AUG 11 1966
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1966

SUBJECT: Overrun of Project Authorization
Drewsey-Central Oregon Highway
FAS 458
Contract No. 6870

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer

BUILDING

NOTED
P. B. Agnsmeier

NOTED
H. S. COX

RICHARD UNREIN

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for oiling is under contract to J. C. Compton Company of McMinnville. The original project authorization was $56,098.12. The present anticipated cost is $67,804.20 indicating an overrun of $11,706.08 or 20.7%.

The reason for this overrun is due to additional oiling quantities required by a change in the plan typical section. Our agreement with Harney County, which was approved by the Bureau of Public Roads, called for an oil mat to be constructed to a 28-ft. width. The plans were drawn with a typical section showing a 20-ft. width.

It is recommended that the project authorization be increased by $11,706.08.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

NOTED
HAROLD
REYNOLDSON

DES:nh

Attachments

cc: L. H. Young
H. S. Cox

NOTED
R. H. PRANGE

Note:
Vern says County will stand their share at cost as per agree'l Klaboe informed 8/12/66
NOTED
V D

Don

Monday, Call Judge Hodgkiss
of Harney Co + Clerk to see if
they have [illegible]
[illegible]
[illegible]

[illegible] 12,000 to 15,000 +
[illegible]

8/8/66 30-40% more in cost or approx 12,000

Form No. [illegible]-SH-7-03

S-167(3).

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Freeway - Central Oregon Highway Date August 5, 1966

Highway FAS 456 Contract No. 6870

County Harney Kind of Work Oiling Contractor J.C. Compton Co.

Contract Amount $ 49,365.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
1. Watering	410	5.00	2,050.00
4. 3/4-0 Aggregate in Prime Coat	100	8.00	800.00
5. MC-250 Asphalt in Prime Coat	20	70.00	1,400.00
6. Aggregate in Asphalt Macadam	670	8.00	5,360.00
7. 120-150 Asphalt in Asphalt Macadam	48	70.00	3,360.00
8. RS-1 Asphalt in Asphalt Macadam	14	70.00	980.00
Minor items, unitemized algebraic total			
Subtotal			$ 13,950.00
Approved work orders (Price, extra work and state force orders) CWO #1			$ 500.00

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
Minor items, unitemized algebraic total	
Subtotal	$
Authorization for engineering	$ 3,989.20
Expected over-run or under-run of engineering authorization	$ 0
Costs not included above (explain)	$ 0
Allowance for future contingencies (———% of work remaining)	$ 0
Credits to come from transfers and deductions	$ 0
Present estimate of project cost	$ 67,804.20

APPROVED BY
STATE HIGHWAY COMMISSION
DATE Aug. 25, 1966

Brief Statement of principal causes of over-run:

This project will over-run due to change in typical section. BPR and Harney County approved agreement for 28 foot O-11 oil mat with prime. Typical section on job plans show 20 foot O-11 oil mat with prime.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 56,098.12
Present estimate of project cost	$ 67,804.20
Expected over-run (Amount)	$ 11,706.08
Expected over-run (per cent)	20.7

Space to right of this line is for use of Salem office.

Submitted by: J. P. Smith, Resident Engineer

Confirmed by: ..... Division Engineer

Noted by: Howell B. Bond, Construction or Bridge Engineer

Noted by: ..... Deputy or Assistant State Highway Engineer

State Printing 62181

Fed 458
Harney Co

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 88371

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-11-66	CC 1 26		913-106-797

Harney County

NOTED
P. B. Arensmeier

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: Harney County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			11,200.00
Partial transfer of advance deposit for the Drewsey-Central Oregon Highway Section of FAS 458, covered by agreement dated January 25, 1966.			7,200.00
To be retained			4,000.00

NOTED
H. S. COX

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

RECEIVED
JUL 13 1966
COUNTY ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
R. H. IN[illegible]E

NOTED
H. S. COX

June 16, 1966

NOTED
P. B. Agreements

NOTED
RICHARD UNREIN

Harney County Court
Courthouse
Burns, Oregon

Project S-167(3)
FAS 458

Gentlemen:

On June 9, a satisfactory bid was received from the J. C. Compton Company of McMinnville for constructing the Drewsey-Central Oregon Section of FAS 458. As per agreement between State and County, the following advance deposit is required from the County prior to the awarding of a contract.

Bid Items	$49,365.00
Flagging	500.00
Engineering & Contingencies, 12-1/2%	6,233.13
TOTAL ESTIMATED COST.....	$56,098.13

County Advance Deposit
20% of $56,098.13 = $11,219.63 or say $11,200.00

Please make this advance deposit in the amount of $11,200 by check payable to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
R. H. PRANGE

NOTED
V. R. JONES

NOTED
DON HA[illegible]

RECEIVED
AUG 24 1966
FOR FILING

S-1167(2)

6870

June 21, 1966

J. C. Compton Company
P. O. Box 86
Hubbardville, Oregon

Gentlemen:

The State Highway Commission on June 16, 1966, accepted your proposal for stone base and oiling on the Brooks-Central Oregon Highway Section of FAS 450 in Harney County for the sum of $49,365.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6870.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

gr

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
JUN 13 1966
FOR FILING

S-167(3)

5870

MISC. CONTRACTS and
AGREEMENTS No. 5099

June 10, 1966

Harney County Court
Courthouse
Burns, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance Construction Agreement covering Van-Drewsey Spur Section of the Van-Drewsey County Road in Harney County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

MONTHLY TRANSACTION NO. 5-99

DATE SUBMITTED TO W.O. MAY 1966

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR
(PPM 2

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)					
	1	Co.Rd. Drewsey South 2.7 Miles			90	130	86					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)			
	Intermediate Type Surf.							4-3				
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME				
	Secondary							ROUTE NO. S	FEDERAL-AID 458			
	NAME OF URBAN AREA 17-21											

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(56)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)
1	(1-4)(5)	(16)	41	42					ESTIMATED PROJECT CO	
5					PE		Co.Rd. Drewsey South 2.7 Miles. (Drewsey Spur Section)			
5					ROW					
5	30			3	CONST (CODE) 3210	3		2.7	66,000	42,600
							PROJECT TOTALS	2.7	66,000	42,600

(18) (23)(24)

CARD 1	CODE 1	PREPARED BY
1	14	

PROGRAM APPROVAL DATES

JUN 17 1966

B.P.R. OREGON DIVISION

RECEIVED
MAY 26 1966
ENGINEER
COUNTY & CITY DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	90	130	86	08	Oregon	35	022	953

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			A-3		S-	167(3)			

COUNTY NAME: Harney — CODE: 025

ROUTE NO. S — FEDERAL-AID: 458 — STATE: Co.Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Construct rock leveling course, 2-10' lanes type O-11 oil mat wearing surf. with 4' shldrs.
					ROW - 60' min.; access control - none; parking restrictions - none.
2.7	66,000	42,600	13,200	13,200 (Co.)	
2.7	66,000	42,600	13,200	13,200 (Co.)	

REMARKS

Assistance to displaced persons - none involved.

USCOMM DUSCOMM-DC 48905-P61

DREWSEY SPUR SECTION

Project S-167(3)

Existing Facilities

Roadbed graded and base surfaced by County forces to a width of 32'. Constructed in accordance with a survey made by the Highway Department. There are three bridges 24' wide within the limits of the project at the northerly end and they will be signed as narrow bridges.

Adjacent Sections

North End: Gravel 24' wide.
South End: FAP 31.

Project Data

Place 2" leveling course 28' wide and an O-11 oil mat wearing surface 28' wide. This will accommodate two 10' travel lanes and two 4' shoulder areas.

Right of Way:	60' minimum.
Access Control:	None.
RR Xing	None.
Minimum Design Standards:	Three bridges 24' wide. There is no sub-standard alignment or grade.
System Action:	None Required.
Public Hearing:	None Required.
Unusual or Complicated Situations:	None.
Route Data:	See S-167(1).

5870 L-167(3)

RECEIVED MAY 25 1966 FOR FILING

FORM PR-48 (REV. 4-62)

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

REQUEST FOR PROGRAM APPROVAL

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: May 17, 1966

SUBJECT: Mr. Young's April 29 letter

TITLE:

CLASS OF FEDERAL FUNDS: Secondary

SYSTEM (Check one applicable): ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

PROJECT CLASS	STAGE 1 NO. OF ITEMS	STAGE 1 LENGTH (Miles)	STAGE 1 TOTAL EST. COST	STAGE 2 NO. OF ITEMS	STAGE 2 LENGTH (Miles)	STAGE 2 TOTAL EST. COST	FEDERAL FUNDS
	ITEM NOS. ____ THRU ____			ITEM NOS. 953 THRU 954			
HPS							
RWY-HWY							
HIGHWAY				2	2.9	$117,000	$73,200
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				2	2.9	$ 117,000	$73,200

REMARKS

Item	Project	Location	Work
953	S-167(3)	Drewsey Spur	Oil
954	S-523(3)	Lower Willow Creek Bridge	Str.

Item 954 is recognized as a Safety Improvement Project and should be included in your inventory list to receive appropriate credit.

RECOMMENDED

DATE:

SIGNATURE:

TITLE:

EXCEPTIONS AND REMARKS (Use additional sheets if required)

RECEIVED MAY 23 1966 OFFICE OF STATE HIGHWAY ENGINEER

orig to Young 5-23-66

APPROVED

DATE:

SIGNATURE: T. Dec

TITLE: Engineering Coordinator

EXCEPTIONS AND REMARKS (Use additional sheets if required)

The retention of the three 24' bridges on Item 953 is satisfactory.
The method of obtaining additional width on the bridge of Item 954 is also satisfactory.
You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan including the March 23, 1966 approved minimum design standards. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than your minimum design standards, this office should be notified of such proposed exceptions and reasons thereof.

USCOMM-DC 41188-P62

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

May 11, 1966
(date)

NOTED
H. S. COX

NOTED
R. H. PRANCE

NOTED
P. B. Arensmeier

Harney County Court
Courthouse
Burns, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

NOTED
HAROLD REYNOLDSON

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 458

Section Drewsey Spur Section; Surface & Oil; FAS-C

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

NOTED
RICHARD UNREIN

RECEIVED
MAY 25 1966
ENGINEER
COUNTY & CITY DIVISION

5/23/66
(date)

By Newton Hotchkiss

By T. Dillon
Commissioner

By H. H. Young
Commissioner

Copy to E. H. Young
Attention D. Ridings

RECEIVED

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Talbant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

8-167(3)

5870

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

Morgan
Decker
Bond
Barbee
Walker
Olson
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

May 6, 1966

RECEIVED
MAY 9 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets for the following projects which were enclosed with your letter of April 28, 1966:

1. Tualatin River Bridge Section, Beaverton-Tualatin Highway, Washington County.

2. Elk Creek Bridge Section, Drain-Yoncalla Highway, Douglas County.

3. Drewsey Spur Section, FAS 458, Harney County.

4. Battle Creek Bridge Section, Pacific Highway East, Marion County.

5. Ashland and Winchester Truck Scales, Pacific Highway, Jackson and Douglas Counties.

We do not anticipate any conflict with wildlife resources as a result of the construction of the above projects so they are approved.

Thank you for the opportunity of reviewing the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-9-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (4)
A. F. Parson (2)

fp

NOTED
H. S. COX

NOTED
R. H PRANCE

MEMO TO R. N. CHASE Date April 25, 1966

FAS 458, HARNEY COUNTY: DREWSEY SPUR SECTION

TERMINI: From a county road junction (FAS 823) southerly to FAP 31 two miles south of Drewsey.

PROPOSED WORK: Construct leveling course and an O-11 oil mat wearing surface.

PROJECT LENGTH: 2.7 miles.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$66,000	$42,600	$13,200	$13,200	

EXISTING FACILITIES: Roadbed graded and base surfaced by county forces to a width of 32'. Constructed in accordance with a survey made by the Highway Department. There are three bridges 24' wide within the limits of the project at the northerly end and they will be signed as narrow bridges.

ADJACENT SECTIONS:
NORTH/[redacted] END: Gravel 24' wide.

SOUTH/[redacted] END: FAP 31.

PROJECT DATA: Place 2" leveling course 28' wide and an O-11 oil mat wearing surface 28' wide. This will accommodate two 10' travel lanes and two 4' shoulder areas.

RIGHT-OF-WAY: 60' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: Three bridges 24' wide. There is no substandard alignment or grade.

SYSTEM ACTION None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-167(1)

VRJ:mm

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

FAS 458

NOTED
[illegible] RANGE

County Court *for* Harney County

BURNS, OREGON 97720

April 21, 1966

NOTED
[illegible]

V. R. Jones, Planning Engineer
County & City Division
State Highway Department
Salem, Oregon

Dear Sir:

After considering the two tentative estimates for the surfacing and oil mat on the Drewsey Spur Section FAS 458, we have decided on the 2" Level Course, 28 ft. O-11 Oil Mat.

Very truly yours,

Newton Hotchkiss

Newton Hotchkiss, Judge

RECEIVED
APR 22 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
V. R. JONES

NOTED
DON HARWELL

Copies to AF Parson
Hall
O'Neil

DREWSEY SPUR SECTION
FAS 458, HARNEY COUNTY

2.8 Miles: 2" Level Course, 28' 0-11 Oil Mat

Item	Qty.	Unit	@	Total
3/4"-0" in leveling course	3700	c.y.	$ 4.75	$17,575
Sprinkling	100	M/gal.	4.00	400
Preparation of base	2.8	miles	400.00	1,120
3/4"-0" in binder	530	c.y.	6.25	3,312
MC 250 in binder	56	tons	65.00	3,640
Mineral aggregates	2380	c.y.	6.25	14,875
120-150 asphalt	185	tons	65.00	12,025
RS-1 in seal	53	tons	65.00	3,445
				$56,392
12-1/2% Engineering & Contingencies				7,048
				$63,440

2.8 Miles: 2" Level Course, 20' 0-11 Oil Mat, 4' Shoulders

3/4"-0" in leveling course	4700	c.y.	$ 4.75	$22,325
Sprinkling	100	M/gal.	4.00	400
Preparation of base	2.8	miles	300.00	840
3/4"-0" in binder	380	c.y.	6.25	2,375
MC-250 in binder	40	tons	65.00	2,600
Mineral aggregate	1700	c.y.	6.25	10,625
120-150 asphalt	132	tons	65.00	8,580
RS-1 in seal	38	tons	65.00	2,470
				$50,215
12-1/2% Engineering & Contingencies				6,277
				$56,492

Estimate based on Vail's (contractor) prices on
Harney County Line-Chimney Creek and 8 miles average haul.

VRJ:mm
April 15, 1966

NOTED
DON HARWELL

NOTED
R. H. PRANGE

To Whom It May Concern:

In the matter of the Drewsey Spur Section, FAS 458, Harney County, which section was graded and surfaced by Harney County, the Harney County Court hereby acknowledges that tests subsequent to construction indicate surfacing on this section is susceptible to frost action. It is the considered opinion of the Court that completion of this road by placing a 2" level course of crushed rock followed by an O-11 oil mat wearing surface will be completely satisfactory in all respects. To this end the Harney County Court will hold the Oregon State Highway Department harmless should failure of this section occur due to frost action.

Date 4/14/66

HARNEY COUNTY COURT

By Newton Hutchinson
County Judge

By P. Diller
Commissioner

By _____
Commissioner

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Copies to F.D. Morgan
A.F. Parson
Soils Division
L.H. Young

NOTED
DON HARWELL

HARNEY COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 458, Van-Drewsey Road, Drewsey Spur Section, 2.85 miles, surface and oil, $66,000.

The County has recently graded this section with their own forces and have placed a pit run gravel base. This project will include placing a leveling course of crushed material and an O-11 oil mat wearing surface 20' wide with 4' shoulders. This project is to be scheduled on the same letting date as the State project known as the Harney County Line-Chimney Creek Section of the Central Oregon Highway.

66-a
12/29/65

HIWAY COMMISSION
APPROVED ON
JAN 25 1966
JAN 25 1966

FORM E-30X DOM 2-60 40000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850

December 2, 1965

RECEIVED
DEC 7 - 1965
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Drewsey-Central Oregon
Highway Section
FAS 458, Harney County

To: Mr. A. F. Parson
Division Engineer
La Grande, Oregon

NOTED
RICHARD UNREIN
NOTED
H. S. COX
NOTED
NOTED DON HARWELL
R. H. PRANGE

As requested, samples were taken and depths of subbase measured on the subject section.

The following depths and widths were found. The widths were measured from the top of berms on each shoulder and if bladed out would increase road width slightly. Mile points are from the Central Oregon Highway to Drewsey. Subbase material is pit run gravels. Required depth is 14" of subbase.

Mile Point	Subbase Depth	Road Width	
0.15	10" - 6' Lt ℄	30'	S.D.#A24378
0.50	10" - 6' Rt ℄	30'	
0.78	11" - ℄	30'	S.D.#A24378
1.02	11" - 4' Lt ℄	30'	
1.44	14"+- 4' Rt ℄	30'	S.D.#A24378
1.85	12" - 5' Lt ℄	31'	
2.22	14"+	31'	
2.42	14"	29'	S.D.#A24378

Two wood and one new concrete bridge were measured. The inside curb widths were 24' for all three bridges.

Gordon Cochran
Gordon Cochran
Geologist

GC:sp

CC: Construction
F. W. Yarbrough
V. E. Jones

When we get report on Test + Soils D.S. recommendation County will be contacted.
V. J.

NOTED
V. E. JONES

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

Section DESCHUTES - CENTRAL OREGON HIGHWAY Highway F.A.S. 458 County WASCO Proj. No. S13-3467

Des. Engr. K. Lowell Approx. Length of Project 2.0 Miles. Sta. _____ to Sta. _____ Date 8-12-63

Frost Penetration -0'10"± TYPICAL SECTIONS Traffic Classif. - Rural (Interstate Area)

Prepared Base & Surf. Course — NOTED JOHN DIGRAZIA

Designed Base Surf. Course Asph. Conc. Surf. Alter. Base

Dry Unit Wt. 0.11 Oil Ent.
—3" of 1½" - 0 Level course. (Incl. binder. NOTED DON HARWELL

Depth of Topsoil Subbase Material (Ordered)

NOTED
V. R. JONES

Sandy Silt

Typical Soil

	%
	% Fine
	% Gravel
	% Coarse Sand
	% Fine Sand
	% Silt
	% Clay
	"R" Value (Corrected)

AASHO CLASSIF. - A-7-5 (10)

U.S.C. Classification

Liquid	P 40 above
25	P 40 above
0-5%	P 200 above
25	Minimum Sand Equivalent

RECEIVED
AUG 21 1963
ENGINEER
COUNTY & CITY DIVISION

PROPOSED MATERIAL SOURCES

Location		Mile	Ownership	Est. Cubic Yards	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	Is Material Suitable for Use
Unsuitable materials sources to be determined by test engineer.											

B. F. P.

_____ State Highway Engineer
_____ Construction Engineer
_____ Engineer of Materials
_____ Chief

Submitted
_____
_____
Recommended

Approved

Approved

Approved

PAVEMENT TYPE SELECTION — DESCHUTES - CENTRAL OREGON HIGHWAY

P.A.S. 458
BARNES COUNTY
Prefix 513-1(6)7

Principal Factors Governing Selection:

1. Traffic Classification: MEDIUM — Present ADT 185 — 1980 ADT 170 — % Heavy Vehicles 10
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 36"± — Annual Precipitation 11"+

4. Performance of Similar Pavements in Area: Good X — Fair ____ — Poor ____
   Remarks: When constructed to present OSHD specs has shown some distress

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection:

6. Adjacent Existing Pavements: Generally Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an oil mat

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an 0-11 Oil Mat has been selected.

Form E-60 (Revised 8-65)

FAS 458

OREGON STATE HIGHWAY DEPARTMENT

Materials Division Laboratory Record

AGGREGATE ☐ FINE ☐ COARSE

Laboratory No. 647524

Project ...Central Oregon...

Data sheet No. .....

Highway ...

Prefix .....

Contractor ..... Contract No. .....

Amount charge .....

Submitted by .....

Department invoice No. .....

Source of Material ...Grant Co. Pit, Prineville...

Date received .....

Sampled at .....

Date reported 7-24-63

Sampled by .....

To be used ...Surfacing Base...

Type of Material ..... Sample No. .....

Quantity represented .....

GRANULOMETRIC ANALYSIS ☐

Retained on Sieve	Weight	Single Sieve	Accumulative	Fine Aggregate
3	0	0	0	
2		4.8	4.8	
1½		5.4	10.2	
1		3.4	13.6	
¾		4.5	18.1	
½		7.4	25.5	
⅜		4.0	29.5	
¼		10.7	40.2	
#4		5.3	45.5	
#8		5.7	51.2	
#10		4.4	55.6	
#16		15.9	71.5	
#30		6.1	77.6	
#50		9.5	87.1	
#100		2.9	90.0	
Pan		10.0	100.0	
Total:		100.0		

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Regional Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Soils and Geology
0 Files

Screen opening: To ¼ in. ☐; ¼ in. and below—Square

Compression: ☐

Average, pounds .....

Standard, pounds .....

Per cent of standard .....

Organic Material, color plate No. ..... ☐

Specific gravity (Le Chatelier) 2.61 ☐

Weight Per Cubic Foot: ☐

Dry rodded ..... lbs.

Loose ..... lbs.

Fineness factor, 1½, ¾, ⅜, 4, 8, 16, 30, 50, 100 ..... ☐

Sodium sulfate test, per cent loss .....% ☐

Asphalt Stripping: Natural fines ..... ☐

Manufactured fines ..... ☐

Plasticity Index: Natural fines ...0...% ☐

Manufactured fines .....% ☐

Liquid Limit: Natural fines ...25...% ☐

Manufactured fines .....% ☐

Abrasion La Rattler . -A-

Grading .....% Wear ...21.8...% ☐

Percent crushed .....% ☐

Sand Equivalent ..... ☐

Degradation—Pass No. 20 ...22.72...% H ...5.0... in. ☐

Recommendation:

Material as represented by this sample (does) (does not) comply with specifications.

Oregon Pit Degradation indicates poor quality material

Form E-60 (Revised 8-65)

OREGON STATE HIGHWAY DEPARTMENT

Materials Division Laboratory Record

AGGREGATE ☐ **FINE** ☐ **COARSE**

Laboratory No. 47523

Project Prineville - Post Creek Bridge

Data sheet No. 11325

Highway Fed Aid

Prefix

Contractor ..... Contract No. .....

Amount charge

Submitted by

Department invoice No.

Source of Material Pit ... Prineville, Oregon

Date received 11-15-62

Sampled at

Date reported 7-20-63

Sampled by

To be used Surfacing Pit run base oil mix

Type of Material Gravel Sample No. .....

Quantity represented

GRANULOMETRIC ANALYSIS ☐

Retained on Sieve	Weight	Single Sieve	Accumulative	Fine Aggregate
	15.9			
Total		100.0		

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Soils and Geology
0 Files

Screen opening: To ¼ in. ☐; ¼ in. and below—Square

Compression: ☐

Average, pounds

Standard, pounds

Per cent of standard

Organic Material, color plate No. ☐

Specific gravity (Le Chatelier) 2.71 ☐

Weight Per Cubic Foot: ☐

Dry rodded lbs.

Loose lbs.

Fineness factor, 1½, ¾, ⅜, 4, 8, 16, 30, 50, 100 ☐

Sodium sulfate test, per cent loss % ☐

Asphalt Stripping: Natural fines ☐

Manufactured fines Failed ☐

Plasticity Index: Natural fines 0 % ☐

Manufactured fines % ☐

Liquid Limit: Natural fines 39 % ☐

Manufactured fines — % ☐

Abrasion La Rattler

Grading A % Wear 19.0 % ☐

Percent crushed — % ☐

Sand Equivalent 29.0 ☐

Degradation—Pass No. 20 17.86 % H 1.8 in. ☐

Recommendation:

Material as represented by this sample (does) (does not) comply with specifications.

NOTED
Harold C. Ayers

16-63

Prefix No. 523-1498

NOTED
H. S. COX

LOCATION PROSPECTUS
DREWSEY-CENTRAL OREGON HIGHWAY SECTION
FAS 458
HARNEY COUNTY

NOTED
DON HARWELL

The following prospectus is submitted concerning the above-mentioned section of FAS 458 which is a county road on the Federal-aid Secondary System. The northerly terminus is at M.P. 22.2, which point is the south city limits of the inactive incorporated city of Drewsey. The southerly terminus is at M.P. 24.2 which point is the junction of FAS 458 and the Central Oregon Highway. The overall length is 2.0 miles.

This will be a location survey to prepare plans, specifications and estimates for grading and surfacing on existing alignment. The community of Drewsey is at the northerly terminus of this project. There are no airports affected by this location.

The general route will follow the existing facility with minor changes being made in grade and curvature. Reconnaissance has not been made. Soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing 1962 ADT is 70 and the projected 1982 ADT is 98. Traffic warrants a Class "E" highway with maximum grade and curvature of 6 per cent and 10 degrees respectively. This will be a two-lane county road with a typical section consisting of two 10-foot travel lanes with 4-foot shoulders. Deviations from State and Federal standards are not anticipated.

This will be a county road with no control of access. There are no railroad or major stream crossings.

The tentative base design for construction is:

Weari ng Surface	1-1/4" 0-11 Oil Mat
Top Course Base	2 " Leveling
Bottom Course Base	12 " Coarse Base
Total Depth	15-1/4"

NOTED
V R JONES

(Base design is subject to change upon completion of soils investigations.)

Materials for surfacing aggregates will be located and designated during the survey.

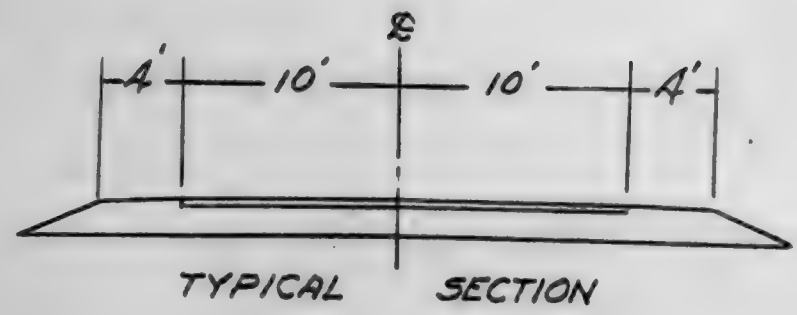
Co. will do grading & Surfacing
7-23-63
R L Cox

RECEIVED
JUL 17 1963
ENGINEER
COUNTY & CITY DIVISION

Agreements will be required with Harney County. Routine investigations will be made for utility adjustments.

There are no State parks or roadside rest areas affected by this project.

July 16, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
Phil Preston (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



PROSPECTUS MAP

DREWSEY - CENTRAL OREGON HIGHWAY

FAS 458

HARNEY COUNTY

Scale 1" = ½ Mile JULY 1963

H. S. Cox
County & City Division

RECEIVED
MAR 22 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 15, 1963

SUBJECT: Call From Harney Co. Representatives
Regarding DRE 458

To: Mr. Parson
Office

L

NOTED
R. H. PRANGE

Mr. Fawcett, Harney County Road Supervisor, called this morning (the County Judge was also on the line) about construction of FAS 458, Central Oregon Highway-Drewsey Section. These gentlemen were under the impression that there could be approved an equipment rental project on this road in which the State and the Government would pay Harney County for renting of Harney County equipment. The reason is that Harney County is running out of money and they want to keep their equipment and men busy the rest of the year.

I informed these gentlemen that such a scheme would not work - that the Federal Government, and probably the State, could not, at least would not, pay a county rental on its own equipment. Told them that if the county wished to go ahead and do the grading in order to save the county some money on construction, I felt sure that there would be no objection to this. Of course, that wasn't what they wanted.

I further informed the men that you would call on them the next time you were down that way and if there were any further questions in regard to this situation that they might call you by phone - when you were off the sick list.

Talked with Judge Hotchkiss & Mr Fawcett about FAS-C program 4-2-63
Judge proposes to see Cooper in near future & also put all FAS-C monies on Fredgley road.

C. D. Curnow
Office Engineer

CDC:if

March 21, 1963
cc: H. S. Cox Do you want to advise the Harney County Judge?

A. P. Parson
Division Engineer
if

15-1148 Barnett Rd. (Medford) Sec. 1966
Pacific Hwy. S. (Grad., pav.,
#6871 & traffic signals) [redacted]

C&R 3114

RECEIVED
AUG 4 1967
FOR FILING

15-1148

6871

August 3, 1967

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N.E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6871 awarded to Trowbridge Electric Co. of Medford, for grading, paving, and traffic signals on the Barnett Road (Medford) Section of the Pacific Highway in Jackson County was completed on June 15, 1967, and accepted by the Highway Commission on August 2, 1967.

Final payment in the amount of $5,010.37 will be released to the contractor after August 10, 1967. The total contract amount is $32,760.29 including $71.60 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc Trowbridge Electric Co. of Medford
P. O. Box 1430
Medford, Oregon 97501

Security Insurance Agency
[redacted] Avenue
Medford, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 3 1967
FOR FILING

15-1145
6871

August 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 15, 1967, on Contract No. 6871. The contract was with Trowbridge Electric Company of Medford and was for the grading, paving and traffic signals on the Barnett Road Section (in the city of Medford) of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 2, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
F. B. Crandall
L. H. Young
L. R. Chandler

SRB:cp

RECEIVED
AUG 2 1 1967
FOR FILING

15-1148

6871

July 27, 1967

Trowbridge Electric Company
of Medford
P. O. Box 1430
Medford, Oregon 97501

Gentlemen:

The State Highway Commission at its meeting on July 24 considered your request for an extension of time on Contract No. 6871 on the Barnett Road (Medford) Section of the Pacific Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission increased the number of calendar days by 220.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. R. Chandler
Bill Brown
L.E. Young
F. D. Morgan
C. H. Nelson

FORM E-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1967

SUBJECT: Time Extension
Barnett Road (Medford) Section
Pacific Highway
Contract 6871

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a request from Trowbridge Electric Company of Medford for an increase of 222 calendar days. The contractor's request is based on the non-availability of an electrical controller required in connection with the traffic signals to be constructed on this project.

This contract was awarded June 21, 1966. The contractor ordered all of the signal materials on July 6, 1966. As early as July 13, 1966, the contractor notified the resident engineer that a delay in delivery of the traffic controller could be anticipated. This delay was caused by military priorities imposed on the manufacturer in connection with the war in Viet Nam. The contractor periodically notified the resident engineer of his contacts with the manufacturer. The controller was delivered to the project, installed and the contract completed all on June 15, 1967.

When the specified calendar days elapsed on November 5, 1966, the contractor had completed all of the contract work with the exception of painting signal poles and installing the controller. The contractor completed the painting work on November 7. No stop work order was issued since the supplier was constantly expecting shipment in the immediate future.

An increase of 220 calendar days is justified. Liquidated damages on this project accrue at the rate of $50.00 per day. The total overrun in time, then represents $11,100.00. The proposed extension will eliminate all but two liquidated damage days and will leave $100.00 outstanding.

This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

JUN 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6871 Contractor Trowbridge Electric Co. of Medford

Highway Pacific

Section Barnett Road (Medford)

Kind of Work Grading, Paving, Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Due to military priorities caused by the Viet Nam war the manufacturer could not supply a specified electrical controller for an extended period of time.

Recommended for Approval:

L. R. CHANDLER
Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6871
Project designation	State (State-Federal)
Date awarded	June 21, 1966
Work started	August 8, 1966
Per cent completed	100% June 15, 1967 (Date)
No. of Calendar Workdays Allowed	120
No. of Calendar Workdays Used	342
No. of Added Calendar Workdays Requested	220

EP-0200-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 21, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 342 days, within which to complete our Contract No. 6871, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The Viet-Nam war situation has generated critical material shortages for Econolite and their vendors. They are unable to meet delivery requirements or contract deadlines.

Respectfully submitted,

Trowbridge Electric Co. of Medford
Contractor

By C. L. Wakefield Vice President

CONSENT OF SURETY

Date June 21, 1967

We, St. Paul Fire & Marine Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

St. Paul Fire & Marine Ins. Co.
By .....
A. N. Potter, Jr. Attorney-in-fact

SECURITY INSURANCE AGENCY
By .....
A. N. Potter, Jr. Resident Agent

(SEAL)

RECEIVED
JUL 6 - 1967
FOR FILING

13-1148

6871

July 5, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 4
July 24, 1967 meeting

Gentlemen:

Trowbridge Electric Company of Medford, contractor on the Barnett Road (Medford) section of the Pacific Highway in Jackson County, Contract No. 6871, has requested an increase in the number of calendar days from 120 to 342. The contractor's request is based on the nonavailability of a specified electrical controller needed for traffic signals on this project.

The contractor ordered all of the required signal materials within 15 days of the date the contract was awarded. The contractor was notified that there would be a delay in delivery of a traffic controller because of military priorities imposed on the manufacturer. The contractor completed all of the contract work, with the exception of the controller, on November 7, 1966. This was two days after the specified calendar days had been used. The controller was delivered and installed on June 13, 1967.

I recommend that the number of calendar days be increased by 220. This will reduce the number of liquidated damage days to two which represents $100 in liquidated damages.

This matter will be on the agenda for your consideration at the July 24 meeting.

cc Floyd Avery
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. L. Porter
Deputy State Highway Engineer

DES:nn fn

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPAR. ENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Barnett Road (Medford)		WEEK ENDING: June 17, 1967
		SECTION PREFIX: 15-1148
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Barnett Road (Medford)	KIND OF WORK: Grading, Paving and Traffic Signals	
CONTRACTOR: Trowbridge Electric of Medford	CONTRACT NUMBER: 6871	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 21, 1966	DATE WORK STARTED: August 8, 1966	~~REVISED~~ COMPLETION DATE: June 15, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 120	WORK DAYS USED / CALENDAR DAYS USED 342
PROJECT AUTHORIZATION: $38,788.87	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 285
EXCLUSIVE OF ENGINEERING: $36,030.55	ENGINEERING AUTHORIZATION $2,785.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $36,030.55	ENGINEERING COST TO DATE $3,318.27	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 119 %	DATE PROJECT WAS COMPLETED: Semi-final will be submitted on or about June 23, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0.13			0.13
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.13	0.13			0.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)	500	1,170			650
TOTAL QUANTITIES CORRECTED TO DATE	500	822			724
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	500	822			724
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY	Clear	1		
THURSDAY	Clear	1		
FRIDAY				
SATURDAY				

Routing
Morgan
Davis
Barlow
Walker
Clark
Swan
Trout
Scott
Wills
Litchfield
Olson
BEN GIFFORD

RECEIVED
JUN 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	2 electricians installing controller.
THURSDAY	Electricians completed installation of controller.
FRIDAY	
SATURDAY	

REMARKS

Electricians installed controller on Wednesday and Thursday of this week. Project is now complete.

Semi-final estimate will be submitted next week. This will be the final weekly report on this project.

B E Brown

B. E. Brown — Medford

SIGNED Resident Engineer — LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 6 - 1966
FOR FILING
15-1148
6871

July 20, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3114

Mr. D. F. Huson
City Recorder
City of Medford
Medford, Oregon

Agenda Item
4e
7-14-66

Dear Mr. Huson:

We are enclosing for your records a fully executed copy of an Agreement covering installation of traffic signals at intersection of Barnett Road and Stewart Avenue in the City of Medford.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
AUG 24 1966
FOR FILING
15-1148
6871

June 21, 1966

Trowbridge Electric Company
P. O. Box 1430
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on June 16, 1966, accepted your proposal for grading, paving and traffic signals on the Barnett Road (Medford) Section of the Pacific Highway in Jackson County for the sum of $33,214 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6871.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

ER

SUITE 3
139 NORTH OAKDALE

AREA CODE 503
779-3531

WILLIAM A. MANSFIELD
ATTORNEY-AT-LAW
MEDFORD, OREGON 97501

May 13, 1966

Mr. Forrest Cooper
State HIghway Engineer
Oregon State Highway Bldg.
Salem, Oregon

Attention: Mr. Tom Edwards
Asst. State Highway Engineer

Re: Humble Oil & Refining Co.
Our File No. 65-94

NOTED
TOM EDWARDS

Gentlemen:

I represent Humble Oil & Refining Company with regard to a problem which exists at the Barnett Road interechange in Medford.

Specifically, Humble Oil has maintained a service station in northeast quadrant of the interchange for the past two or three years, but unlike the other service stations at this interchange, they have been unable to successfully advertise their product to the travelling public traveling on Interstate 5. It appears that trees which exist on the southeast quadrant of the interchange block the view of the travelling public.

To place the sign at a height above these particular trees would necessitate a sign of about 125 feet in height which is obviously not feasible nor would it be desirable.

In view of the importance of this matter to my client, we would be happy to set up an appointment with Mr. Edwards, who I understand is in charge of this type of matter, or whomever else you might desire to have handle it. I understand that Mr. Edwards is in this area from time to time and if he plans to be here in the near future we would respectfully request an interview with him. If, however, it will be some time before he is to be in this area, we will be most happy to travel to Salem to meet with him.

Assuming for the moment that we meet there in Salem, would it be possible to set up an appointment with Mr. Edwards for sometime during the week beginning May 31?'

Thanking you for any assistance you might be able to give on this important matter, I am

Yours very truly,

WILLIAM A. MANSFIELD
Attorney at Law

WAM:mvs

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MAY 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1966
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section BARNETT ROAD (MEDFORD) Highway PACIFIC (FAR 81) County JACKSON Prefix 15-1464

Res. Engr. J. McCormick Approx. Length 0.1± Miles. Sta. "B" 41+91± to Sta. "B" 48+55± Date 5-12-66

Truck A.D.T. 348 Traffic Coefficient 9.4 18 kip s.a. per day 244.1.

Annual Precipitation 19"± Frost Penetration - - - -.

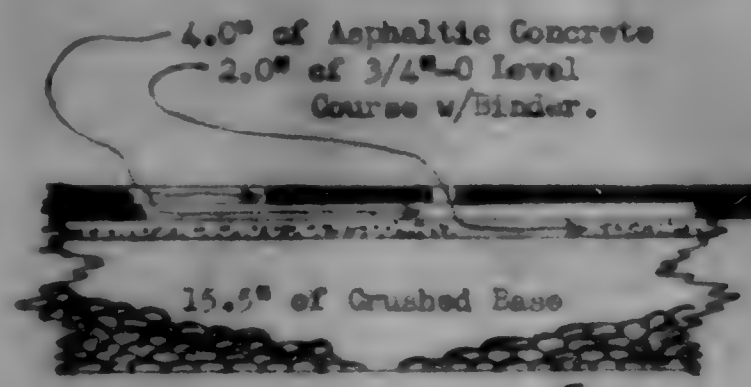
(1)

Typical Soil
31 LL
15 PI
99 %P 10
55 %P 200
1 %Gravel
7 % Sand
37 % Sand
31 %Silt
24 %Clay
<3 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-6 (6)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



EXISTING ROADWAY IN PLACE
4.0" - 5.0" A.C.
8.5" - 16.0" Base

CBE Total Req.	Crushed Base	Actual	
	8.0	4.0	A.C.
	2.0	2.0	Level Cr. Base
25.5	15.5	21.5	
OVER EXISTING ROADWAY			
	8.0	4.0	A.C.
IN PLACE			
	8.0	4.0	A.C.
	9.5	12.0	Average Base
25.5	25.5	20.0	

For substitutions use the "Total CBE Requirement Column" to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (See Standard Specs) (and Supplementals)	=	0.8" Crushed Base

RECEIVED MAY 11 1966

NOTED F. E. KLABOE

5-12-66

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

SECTION: BARNETT ROAD (MEDFORD)

HIGHWAY: PACIFIC

COUNTY: JACKSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 9000 (Total)

B. Future ADT 15200 (Total)

C. Mean ADT 11600 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 6 (ADT Basis) (Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = 3 x (C) 11600 = 348

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 348 x (H) 100 % = 348

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 9.4

SECTION: BARNETT ROAD (MEDFORD)

HIGHWAY: PACIFIC

COUNTY: JACKSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a State Construction Project.
Proposed plans are to widen an existing 2 lane A.C. facility to 4 lanes.
The present roadway will be utilized with the addition of an A.C. overlay.

RECEIVED
MAY 13 1968
FOR FILING
15-1148
6871

Salem, Oregon
May 12, 1966

Barnett Road

D. H. Moehring
Right of Way Engineer

OFFICE

State funds will be used for the purchase of right of way for widening Barnett Road at Barnett Road Interchange with Interstate 5 in Medford. You have estimated the amount to be $4,500.

You should use prefix 15-2037.

L. H. Young
Office Engineer

JAH:lt
cc: C. L. Laux

RECEIVED
MAR 3 1 1966
FOR FILE
15-1148
6871

March 30, 1966

Oregon State Highway Commission

Gentlemen:

The City of Medford has proposed the four-laning of Barnett Road from the old Pacific Highway easterly to the ramp terminals of the Barnett Road interchange on Interstate 5. In order for this facility to function, it will be necessary for the Highway Department to construct a tapered section from the City's four-lane facility easterly to connect to our southbound on ramp and our two-lane structure over Interstate 5. Most of the proposed work can be utilized if the structure is ever four laned. This tapered section has been estimated to cost $25,000. A sketch map is enclosed which shows the scope of the proposed project.

Since the City expects to construct its facility soon, it is requested that funds be set up for the construction of this work as a State project.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
M. J. Cox
L. R. Chandler

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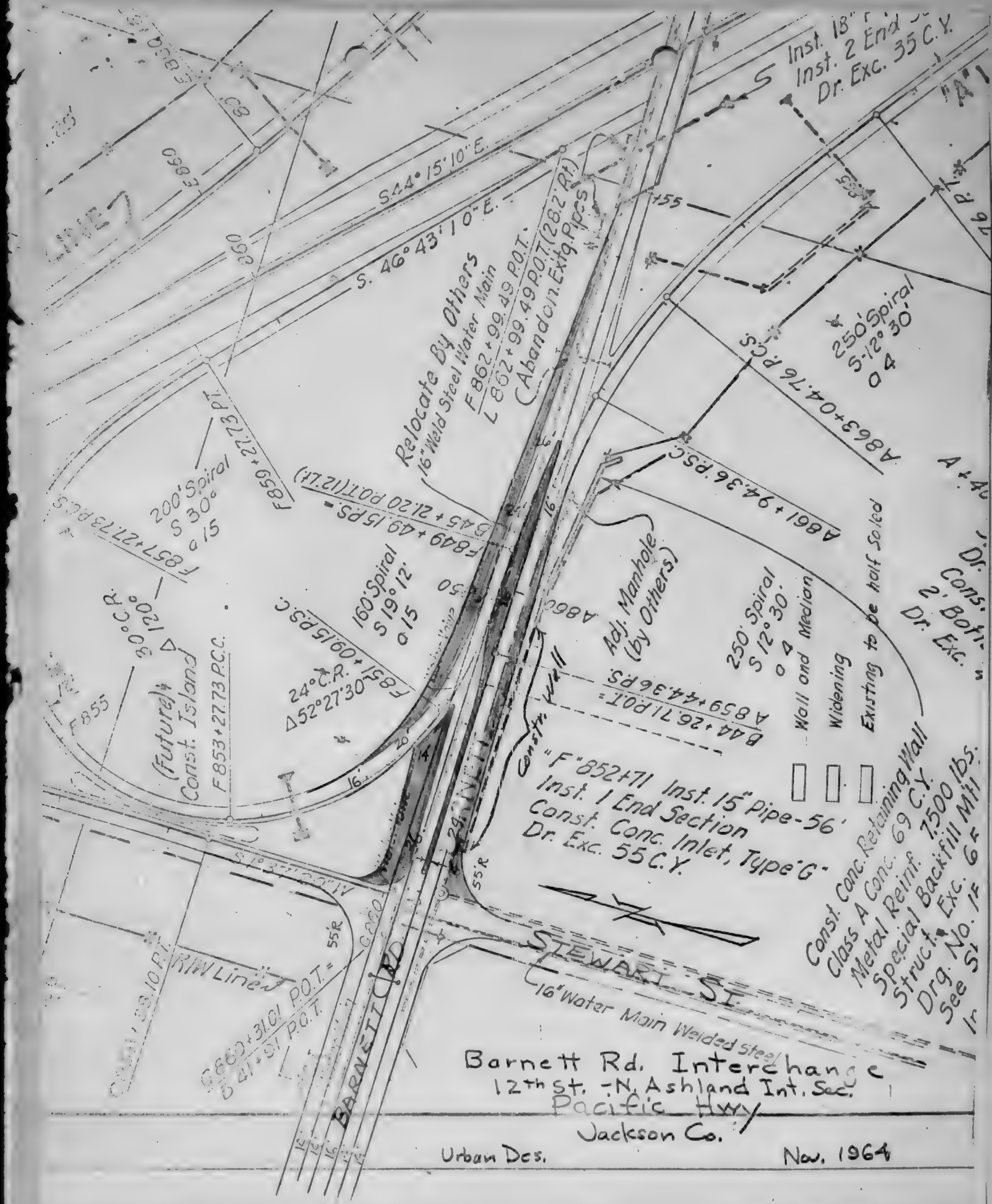

Inst. 18" [illegible]
Inst. 2 End [illegible]
Dr. Exc. 35 C.Y.
S44°15'10"E.
S. 46°43'10"E.
Relocate By Others
16" Weld Steel Water Main
F 862+99.49 P.O.T.
L 862+99.49 P.O.T. (28.2' Rt.)
(Abandon Exist. Pipes)
250' Spiral
S 12° 30'
A 863+04.76 P.C.S.
A 861+94.36 P.C.S.
200' Spiral
S 30°
F 859+21.73 P.T.
F 857+27.73 P.C.S.
F 849+49.15 P.S.
B 45+21.20 P.O.T. (12' Lt.)
160' Spiral
S 19° 12'
24° C.R.
Δ 52°27'30"
F 853+27.73 P.C.C.
(Future) Const. Island
Adj. Manhole (by Others)
B 44+26.71 P.O.T. =
A 859+44.36 P.S.
Wall and Median
Widening
Existing to be half
Const. Conc. Retaining Wall
Class A Conc. 69 C.Y.
Metal Reinf. 7500 lbs.
Special Backfill Mtl.
Struct. Exc. 64
Drg. No. 1
See Sh
"F" 852+71 Inst. 15" Pipe-56'
Inst. 1 End Section
Const. Conc. Inlet, Type 'G'
Dr. Exc. 55 C.Y.
STEWART ST.
16" Water Main Welded Steel
BARNETT RD.
R/W Line
G 860+31.01 P.O.T.
B 41+51 P.O.T.
Barnett Rd. Interchange
12th St. - N. Ashland Int. Sec.
Pacific Hwy.
Jackson Co.
Urban Des.
Nov. 1964

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 4, 1966

SUBJECT: Barnett Road Interchange
12th St-No. Ashland Interchange
Pacific Hwy - Jackson County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Herewith maps and correspondence on the proposed revision to the subject interchange. The maps are as follows:

The small scale map shows the relationship of the City of Medford's planned 4-laning of Barnett Road in red, and our portion which tapers from four lanes to two lanes at the freeway structure in green. By agreement it is the State's responsibility to construct and maintain the section of Barnett Road lying between the ramp terminals.

The next sketch shows, in green, a larger scale of the State's proposed taper section previously mentioned. This is estimated to cost $17,000 not counting the traffic signal which has been proposed at Barnett Road and Stewart Street, and is to be shared cost-wise 50-50 with the City of Medford. Our cost on this signal would be $8,000.

The next map shows the City's proposed 4-laning of Barnett Road.

It is recommended that a State project be set up for this tapered section to coincide with the City's project, and that Mr. Verne Thorpe, Director of Public Works, be notified so that he may know the State's responsibility in this matter and budget the necessary funds.

Included next is a traffic count sketch which shows the possible need for 4-laning our portion of Barnett Road between the ramp terminals.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

RECEIVED
MAR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DNS:jp
Attach

cc: Carl Williams

-nterchange 508 Mi.

240' Sp

Barn

PACIFIC FREEWAY

Bloomfield Const. State Hwy Maint.

Private Property

City of Medford

Jackson County State Tap Section

Sta Survey Mk

BARNETT ROAD

City A Laning

Stewart St.

U.S. Government

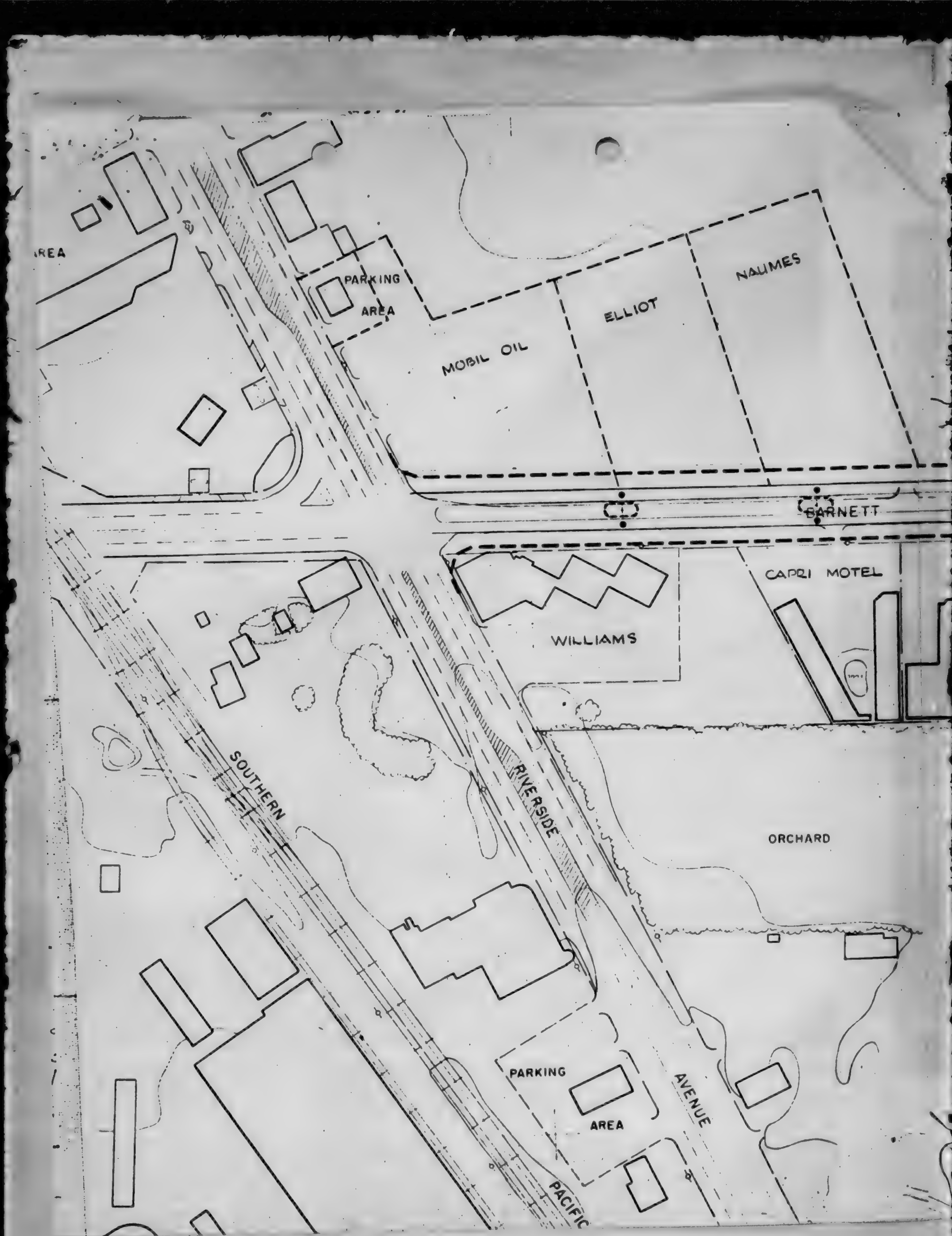
Entry Roadway

PACIFIC HWY

Not to Scale

SKETCH MAP
Showing Access proposed for properties cut off by proposed Interchange

Sta


PARKING
AREA
MOBIL OIL
ELLIOT
NAUMES
BARNETT
CAPRI MOTEL
WILLIAMS
SOUTHERN
RIVERSIDE
ORCHARD
PARKING
AREA
AVENUE
PACIFIC

UNION OIL

STANDARD OIL

O.S H.D.

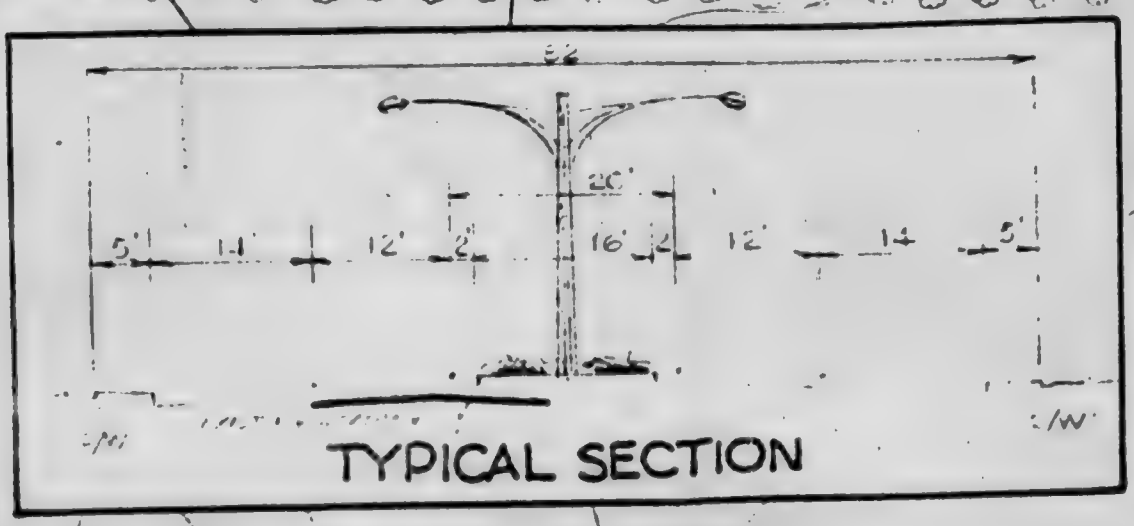
ROAD

DEMPSTERS

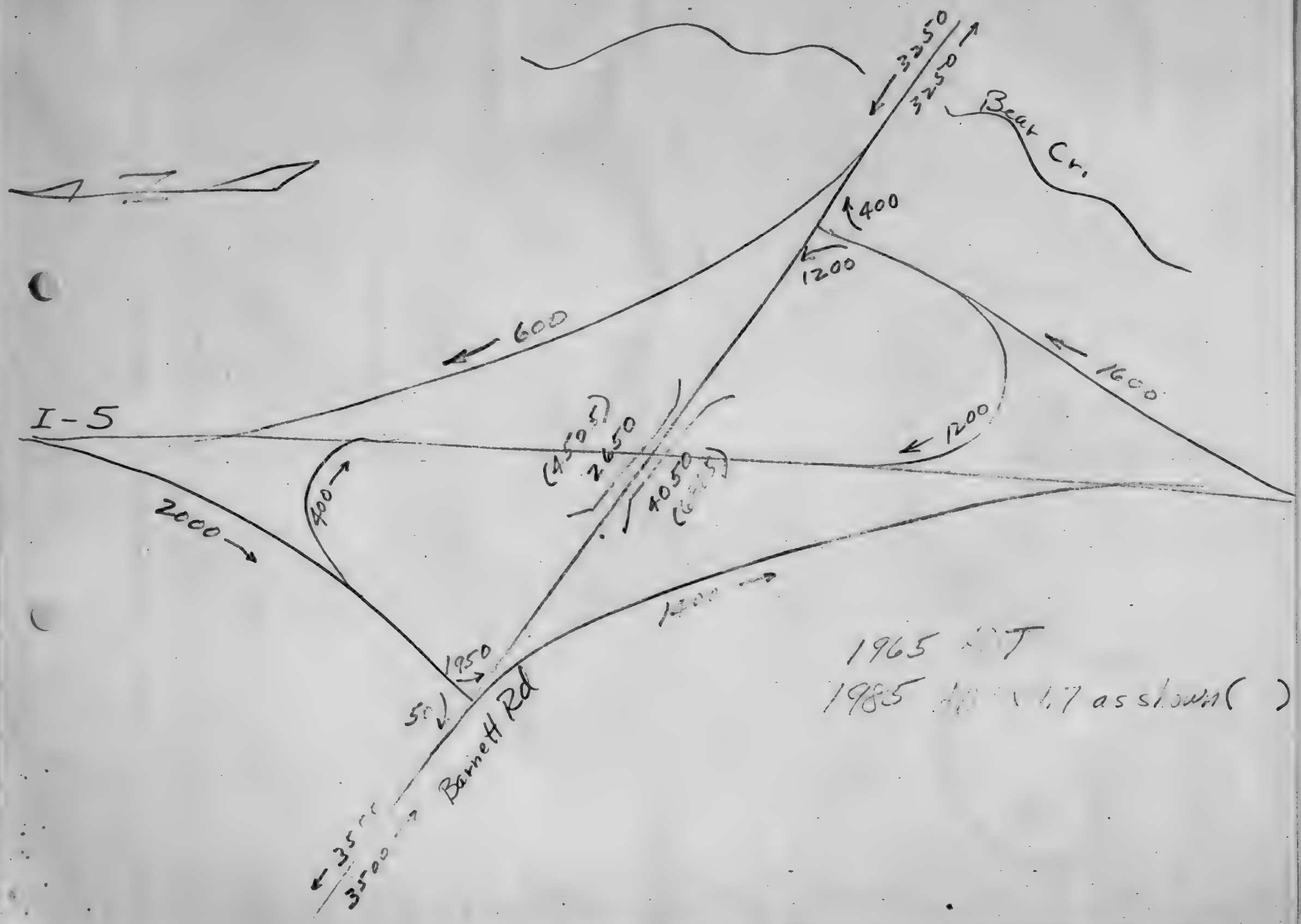
AMERICAN OIL

M.I.D.

1392



TYPICAL SECTION


3350
3350
Bear Cr.
400
1200
600
1600
I-5
1200
(450)
2650
(450)
2000
400
1200
1950
50
Barnett Rd
3500
1965 ADT
1985 ADT as shown ( )

FORM S-00 DOH 5-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 25, 1966

SUBJECT: Transition Construction
Barnett Road Interchange
Pacific Highway - Medford

To: F. D. Morgan
Construction Engineer
Salem, Oregon

In further regard to our phone conversation this date I refer you to a letter dated February 15, 1966 from Mr. Clark, Division Traffic Engineer, to Mr. F. B. Crandall, Traffic Engineer, a copy of which has been sent to you.

Mr. Vern Thorpe, Director of Public Works, Medford, has requested firm cost estimates of the proposed three phase traffic signal installation at the intersection of Barnett Road and the southbound off ramp - Stewart Street. Mr. Thorpe has been advised that this will be shared on a 50 - 50 basis and cost $16,000.

As the matter of the construction transition was brought up when Mr. Thorpe called Mr. Clark February 15, it is requested that a decision be made whether the city will be requested to participate in this item, which on November 15, 1964 you had estimated to cost $17,000. It is requested, therefore, so that Mr. Thorpe can budget the necessary funds for the overall project, that you correspond with him indicating your decision.

Carl M. Williams
Assistant Division Engineer

GLC/ord

cc: F. B. Crandall
R. L. Lammert

REFERRED TO
Barbee
By Construction Engineer

REFERRED TO
Olson
Asst. Const. Engr.

Routing

Morgan	Peare
Decker	Merelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
FEB 28 1966
CONSTRUCTION
DIVISION

FORM 2-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Roseburg, Oregon
February 25, 1966

Mr. Vern Thorpe
Public Works Director
City Hall
Medford, Oregon

Dear Mr. Thorpe:

In response to your telephone call February 15, 1966 requesting a firm cost estimate of the proposed three phase traffic signal at the intersection of Barnett Road and the southbound off ramp - Stewart Street in Medford I have the following information.

This installation using solid state equipment is now estimated to cost $16,000 which the City and State will share on a 50 - 50 basis. Contract plans and standard agreement will have to be developed when contract plans are made available to the Traffic Division and the Cities widening project is firmed up.

Further correspondence will be forth coming from our Salem Construction office concerning the transition construction easterly of the intersection. In this correspondence they will advise the City if this item is to be shared or borne entirely by the Highway Department.

Yours truly,

Carl M. Williams
Assistant Division Engineer

GLC:crd

cc: F. D. Morgan
F. B. Crandall
R. L. Lammert

File copy

FORM S-00 3M 8-65 SP*64470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 15, 1966

To: F. B. Crandall
Traffic Engineer
Salem, Oregon

SUBJECT: Traffic Signal Cost Estimate
Southbound Off Ramp and Barnett Road
Barnett Interchange - Medford

Mr. Vern Thorpe called February 15, 1966 and indicated he was preparing a budget and requested a cost estimate for the proposed signal at the subject location. You will recall we have indicated our willingness to install a traffic signal at this location when the City is definitely underway with their four lane project from this location, westerly, to Riverside Avenue. Mr. Thorpe indicates that the contract is scheduled for an April letting and assures me that they are negotiating for the last remaining parcels of land and see no further problems that would hold this contract up.

I am attaching a letter dated November 5, 1964 from Mr. F. D. Morgan to Mr. Shaw transmitting a design which would extend from the subject intersection to the Barnett Road over crossing on I-5. At this time the construction Division estimated this project would cost $17,000. It is not clear whether the total cost of this construction was to be borne by the Highway Department or shared in some fashion with the City. It would be my thought that this should be clarified prior to sending a current estimate of the traffic signal to the City.

Glen L. Clark
Glen L. Clark
Division Traffic Engineer

GLC:crd

cc: F. D. Morgan
L. R. Chandler
R. L. Lammert

OCT 12 1965

FOR FILING
15-1148
6871

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1965

copy in

SUBJECT: Barnett Interchange
12th Street-Valley View Section
Pacific Highway

To:
Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

The section of Barnett Road lying between our ramp terminals is, by agreement, the responsibility of the State Highway Department.

The Bureau of Public Roads considers this section of highway to be completed to the design year and will not spend Interstate funds for any improvements thereto. Therefore, any four-laning of Barnett Road between the ramp terminals will be the State's responsibility with other than Interstate funds.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jp

RECEIVED
AUG 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
MAR 23 1965
FOR FILING

S 15-1148
File
6871

March 23, 1965

Mr. Robert A. Duff
City Manager
Medford, Oregon 97501

Dear Mr. Duff:

Your letter of March 17 regarding use of Special City Allotment funds for improvement of Barnett Road is acknowledged.

The fund created in ORS 366-805 is by Highway Commission policy, restricted to use in cities of 5,000 or less population. This provides some relief for municipalities suffering from effects of unusual traffic, but which receive sums from the gas tax distribution too small to be of significance in reconstruction of streets. The maximum allotment is $20,000.

Medford, with population in excess of 27,000, fails to qualify for allotment of funds under this section. The Highway Commission fully appreciates the need for improvement of many streets in our cities, but due to both statute restrictions and the exigencies created by the past winter's storms, it can be of little assistance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
H. S. Cox

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

March 17, 1965

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENG.
for answer

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Your letter of June 3, 1964 indicated that the State Highway Commission was reluctant to add Barnett Road between the Rogue Valley Highway and Interstate Route 5 to the highway system. We realize also that the December 1964 floods created additional needs for available funds.

Because of real need for improving this section, approximately 1200 feet in length, we request that you investigate the possibility of assigning a portion of the annual $250,000 apportionment provided in ORS 366-805. This might be a joint project, with a part of the cost assigned to assessment against the abutting property owners.

We feel that this project should be constructed this summer. If a portion of the cost is to be assigned to the abutting property owners, petitions, hearings, etc. will be necessary. As this will require some time, we will appreciate hearing from you as soon as convenient.

Very truly yours,

Robert A. Duff
City Manager

VT:ms

RECEIVED
MAR 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 2 1964
FOR FILING

15-1148

6871

Salem, Oregon
November 17, 1964

Barnett Road Interchange
Pacific Highway
Jackson County

Mr. R. L. Porter
Deputy State Highway Engineer

The City of Medford plans to widen Barnett Road to four lanes from Riverside Avenue to the westerly ramp terminals of the Barnett Interchange. Complaint of lack of capacity has been made by the City and is supported by Division III. The lack of capacity apparently is not wholly located west of Interstate 5; however, it is felt that increasing the section from the end of the proposed City project at the westerly ramp terminals to the west end of the grade separation structure on the freeway will be of great assistance.

Urban Design has estimated a widening plan as indicated on the attached map which would cost approximately $17,000. I recommend earmarking $24,000 of 1965 State construction funds for this work if it is possible to do so.

Carried on the tentative State construction budget for Division III is an item of $60,000 as part of a co-op project on Ninth Street from Gibbs to the freeway connection in the City of Cottage Grove. As matters now stand, there is considerable doubt that this project should be undertaken without further consideration of a relief roadway which would lie to the east of the present highway. This is now being given consideration and study.

I suggest "robbing" the Cottage Grove project in favor of widening the westerly portion of Barnett Road to meet the City-constructed section.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper

"E" LINE

E 860+63.1

30'
49'
=341.25'

80

E 860

S 44° 15' 10" E.

S. 46° 43' 10" E.

Relocate By Others
16" Weld Steel Water Main
F 862+99.49 P.O.T.
L 862+99.49 P.O.T. (282' Rt.)
(Abandon Exist. Pipes)

Inst. 18" Pipe
Inst. 2 End Sec.
Dr. Exc. 35 C.Y.

+55

250' Spiral
S 12° 30'
0 4

A 863+04.76 P.C.S.

A 861+94.36 P.C.S.

10° C.R.
Δ 33°
Ts

Dr. 2.0

F 859+27.73 P.T.

200' Spiral
S 30°
0 15

F 857+27.73 P.C.S.

30° C.R.
Δ 120°

(Future)
Const. Island

F 855

4'
12'

F 853+27.73 P.C.C.

B 45+21.20 POT (12' Lt.)

F 849+49.15 P.S.

160' Spiral
S 19° 12'
0 15

24° C.R.
Δ 52° 27' 30"

F 850

A 860+60.15 P.S.

Water Valve

Adj. Manhole
(by Others)

A 860

250' Spiral
S 12° 30'
0 4

B 44+26.71 P.O.T.
A 859+44.36 P.S.

Const. Wall

"F" 852+71 Inst. 15" Pipe-56'
Inst. 1 End Section
Const. Conc. Inlet, Type 'G'
Dr. Exc. 55 C.Y.

Const. Conc. Retaining Wall
Class A Conc. 69 C.Y.
Metal Reinf. 7500
Special Backfill
Struct. Ex.
Drg.

BARNETT

Water Valve

S 1° 37' 20" W

55' R

Spiral
S 7° 12'

G 858+38.10 P.T.

R/W Line

G 860+31.01 P.O.T.
B 41+91 P.O.T.

8" C.I. Water Main

16" Water Main Welded steel

Barnett Rd. Interchange
12th St. - N. Ashland Int. Sec.
Pacific Hwy
Jackson Co.

Urban Des. Nov. 1964

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1964

SUBJECT: Barnett Road Interchange
12th Street-North Ashland Interchange Section
Pacific Highway - Jackson County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

Herewith a plan and correspondence from Division 3 covering a proposed revision to the subject interchange. This is necessitated by the City's proposed 4-laning of Barnett Road a copy of which plan is included herein.

The Division's letters ably state the problem and Urban Design has a plan which will fit well with the City portion until such time as Barnett Road is four laned through the interchange area. The Urban plan is estimated to cost approximately $17,000. This does not include the traffic signal proposed by Mr. Clen Clark.

The City expects to construct early in 1965 and it is recommended that we get a state project going so as to coincide with them.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

DNS:jp
Enclo.

cc: L. R. Chandler

RECEIVED
NOV 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—80M—12-62 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 21, 1964

To:

F. B. Crandall
Traffic Engineer
O F F I C E

SUBJECT: Traffic Problems
Southbound Off-Ramp at Barnett Road
It - Medford

There is attached a report on the above subject. Clark discussed this with me by phone last week and at that time due to lack of traffic and accident data, I agreed with his conclusions.

However, upon analysis of the data, I would not recommend that the signal be installed at this time, particularly not in view of the fact that the City plans to widen Barnett Road next Summer.

Of the 3,852 vehicles which entered this intersection from the off ramp and from Stewart Street, 2,500 made a right turn. Thus, signalization in effect, would aid only 1,352 vehicles. It does not seem that signalization is justified for such a low volume. Thorpe in his letter mentions the backup of traffic on the off-ramp almost back to the freeway. This ramp is 900 feet and should store approximately 30 vehicles.

Widening the off-ramp to two lanes to provide a separate right turn lane would take 600 vehicles per day away from the other lane. This should relieve any backup particularly when considered in conjunction with four-laning of Barnett Road. In lieu of signalization, I would recommend that the ramp be widened.

Clark also recommends that our Design Section work out a plan of widening Barnett Road for a short distance east of this intersection. It would seem that this could better be handled through consultation with the Division and Thorpe.

There is attached a draft to Mr. Thorpe along the above lines.

Val Johnson
Traffic Control Engineer

VPJ:pk
Attachment

F.B. Crandall
Dal

FORM E-90X—9011—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 15, 1964

To: L. R. Chandler
Division Engineer
OFFICE

SUBJECT: Proposed Traffic Signal Installation and Minor Interchange Redesign
Pacific Highway - Medford
Barnett Road Interchange

Attached is a letter dated October 9, 1964 from Mr. Vern Thorpe, Public Works Director, Medford, indicating the storage problem on the south bound off ramp at the subject interchange. This letter also points out the intention of the city to reconstruct Barnett Road from the Barnett Road Interchange to the Rogue Valley Highway. In addition to this written request, this same problem was brought to my attention by Mr. R. L. Lammert, District Maintenance Superintendent, Medford several weeks ago.

The intersection of Barnett Road - Stewart Street - south bound off ramp forms a 90° cross type intersection with the south bound off ramp being one way south bound. The south bound off ramp and Stewart Avenue are stopped.

A manual 16 hour turning movement count taken October 5 and 6, 1964 and factored to 24 hours revealed that 10,766 vehicles entered this intersection. 3,852 or 36% entered from the north and south and 6914 or 64% entered from Barnett Road. Of the 1,785 vehicles using the south bound off ramp, 809 proceed across Barnett Road to Stewart Avenue. 376 vehicles make the left turn north to east and only 600 vehicles make the right turn north to west. Of the 2,067 vehicles approaching on Stewart Avenue from the south, 1,901 made the right turn south to east. Only 166 vehicles made the left turn south to west. The only other important turning movement is from the east to south on Barnett Road to Stewart Avenue which was 927 vehicles. There is considerable use of this intersection between 7:00 and 8:00 a.m. which is the period that vehicles have been observed backing up on the south bound off ramp nearly to the interstate 5 traffic lanes.

The attached traffic signal warrant comparison sheet indicates that two warrants are met or nearly met. The minimum vehicular volume warrant is within a few vehicles of meeting the minimum warrant. The accident experience warrant is exceeded. During the maximum 8 hours an average of 488 vehicles intered this intersection on Barnett Road. During these same 8 hours an average of 141 vehicles intered Barnett Road from Stewart Avenue. There is no pedestrian problem at this intersection.

RECEIVED
OCT 20 1964
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL

APPROVED
DIVISION ENGINEER

There were 20 reported accidents at this intersection during the period from January 1, 1963 to June 30, 1964. There were no fatalities, but seven persons were injured. There were 6 angle, 6 rear end, 5 turning movement and 3 backing type accidents. There were 6 angle or turning type accidents during the last 12 months that would have been preventable by signalization. All the seven persons injured were associated with these preventable accidents. There were 14 accidents in 1963 and 6 accidents in the fist 6 months of 1964. Three of these accidents were known to involve disregarding of the stop indication.

The attached map, supplied by the city of Medford, indicates a four lane section with 16 foot paved medians for turning movements. It is now planned that this construction will begin early in 1965 and be completed that summer. You will note that is is planned to terminate the four lane section at Stewart Avenue and the south bound off ramp. This is an extremely undesirable situation and it is my recommendation that we ask our Design Section in Salem to make minor adjustments on Barnett Road providing as a minimum two lanes east of Stewart Avenue to the Ashland on-ramp and two lanes west bound at the approaches to this intersection as far as practicable in advance of this south bound off ramp.

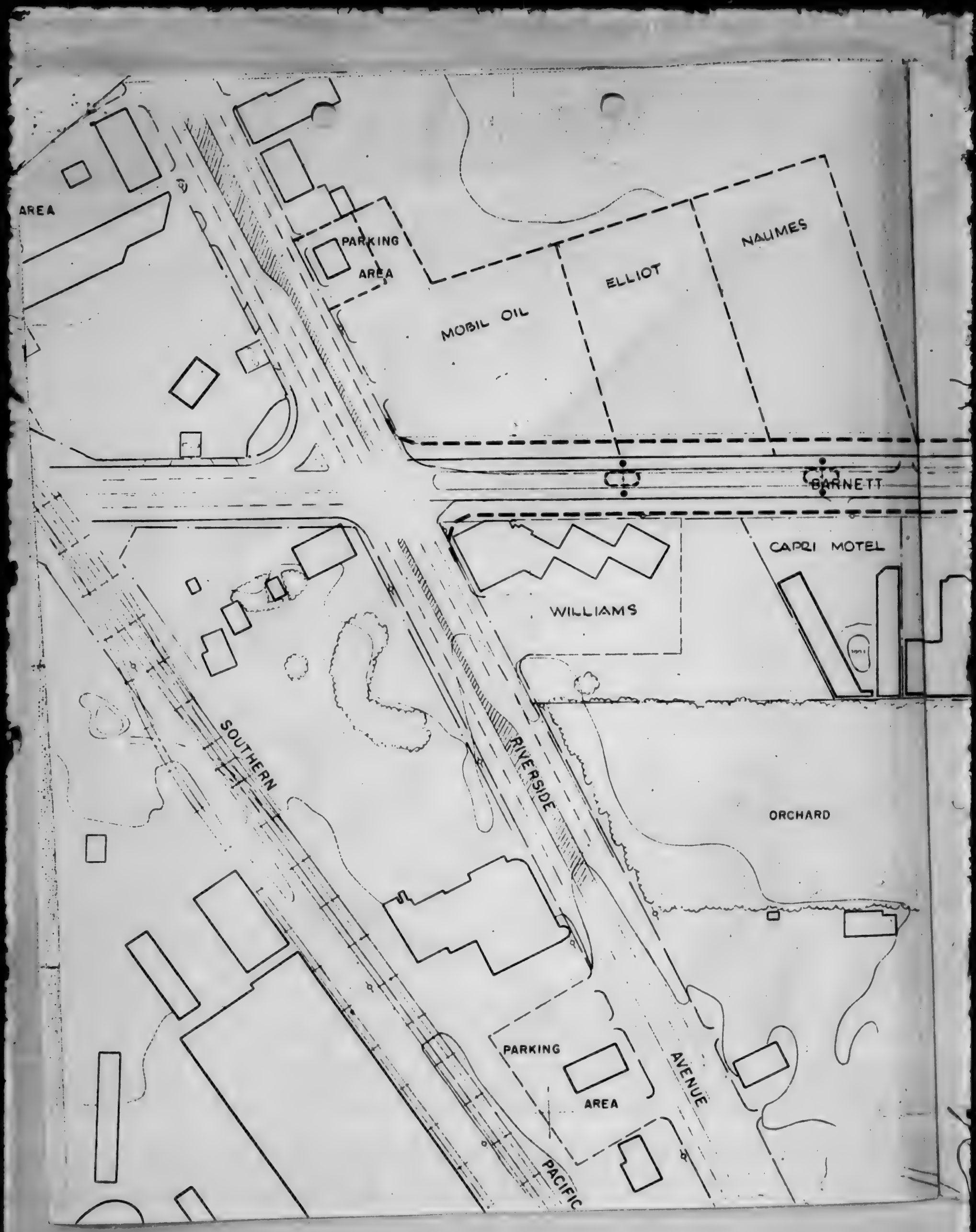
Consideration was given to widening the south bound off ramp to two lanes at the approach to Barnett Road, prior to receiving the manual count data. The relatively light right turn movement north to west does not justify such construction. To accommodate vehicles entering this intersection and to eliminate the morning back-up on the south bound off ramp, it is recommended that a two phase fully actuated traffic signal be designed to fit the cities four lane typical section plus the minor redesign to this intersection. The traffic signal is estimated to cost $1,000. It is suggested that no inter-connection be considered with the existing traffic signal at Barnett Road and Riverside Avenue until the Stewart Street - Riverside Avenue signal is inter-connected with the existing Barnett Road signal. This traffic signal installation will also cause a developing problem on the north bound off-ramp and Barnett Road by providing gaps for entry onto Barnett Road.

ORIGINAL SIGNED BY GLEN L. CLARK
DIVISION TRAFFIC ENGINEER

Glen L. Clark
Division Traffic Engineer

GLC:crd

cc: F. D. Morgan
F. B. Crandall
Bob Bothman
Bob Lambert


AREA
PARKING
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ELLIOT
NAUMES
BARNETT
CAPRI MOTEL
WILLIAMS
SOUTHERN
RIVERSIDE
ORCHARD
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O.S.H.D.

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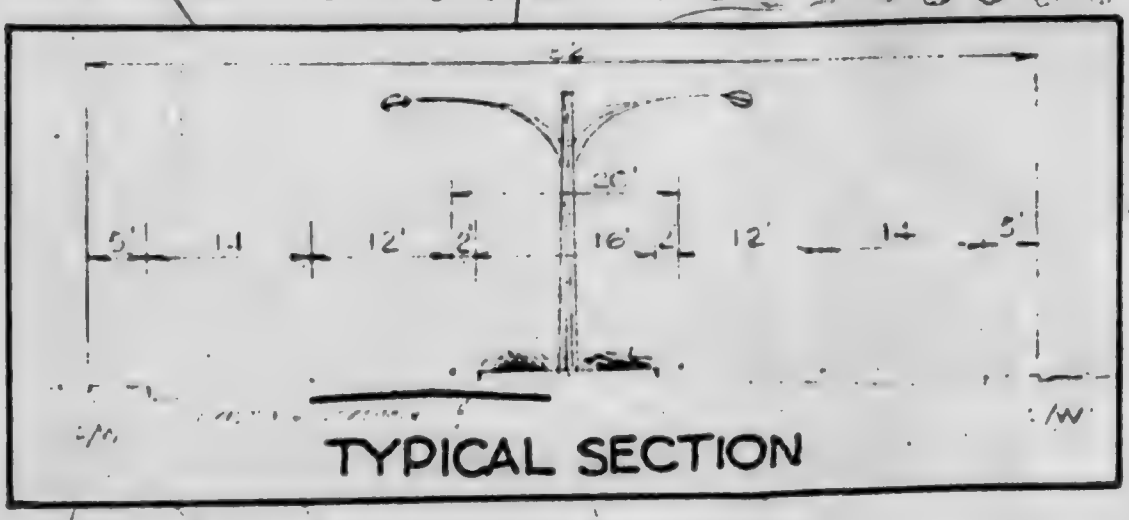
AMERICAN OIL

M.I.D.

1392



TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT

DIVISION III - ROSEBURG

October 1964

Traffic Signal Warrant Comparison

LOCATION: Southbound Off-ramp And Barnett Road

Medford

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	488	500
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	141	150
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St. Max. 8 hours (Total of both approaches)	488	750
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach	141	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hours (Total of both approaches)	488	600
Average Hourly Ped. Vol. across Maj. St.-Same 8 hrs. (Highest volume crosswalk)	0	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	6	5

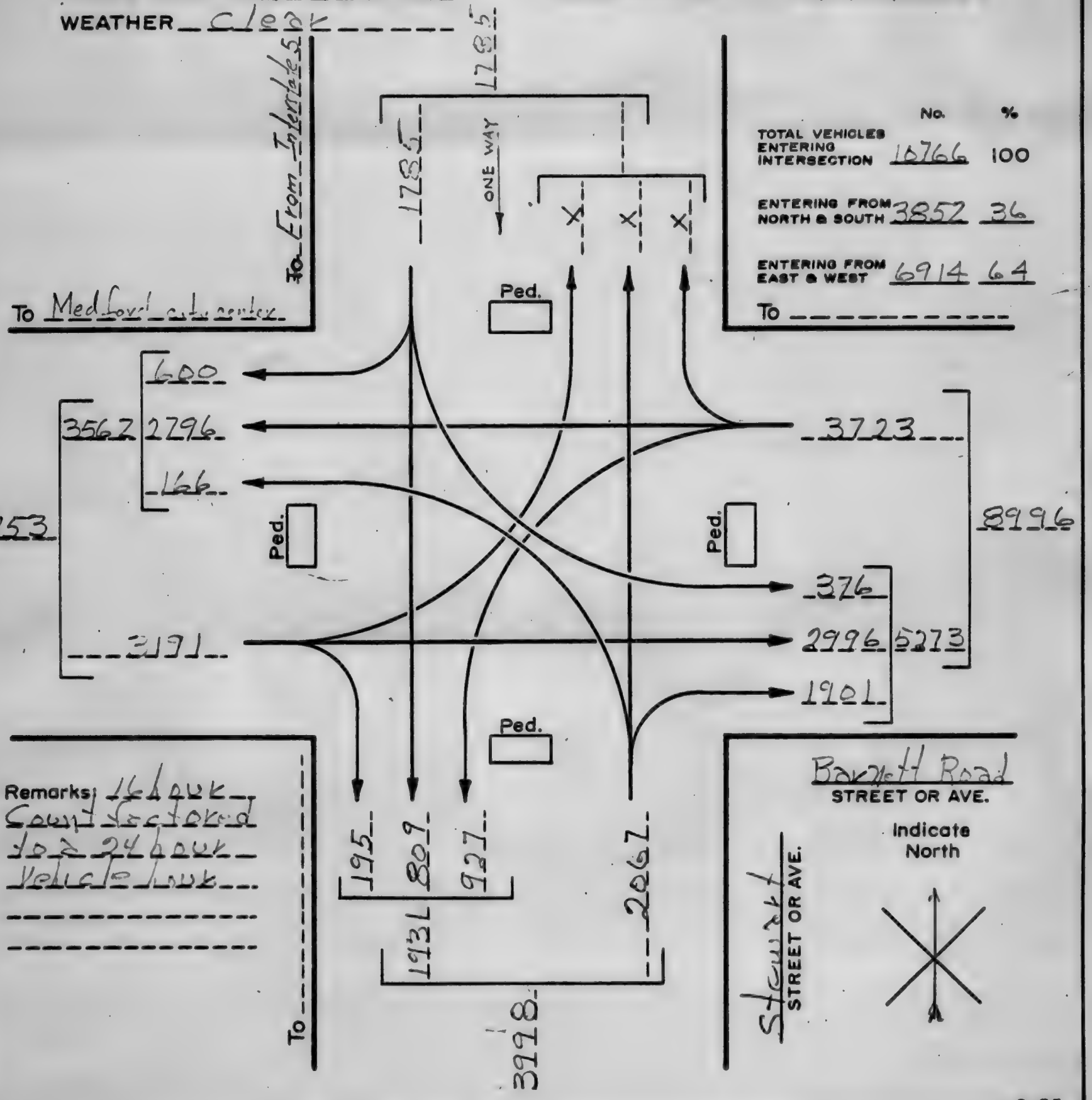
REMARKS: _____

1f

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 5 & 1964
DAY OF WEEK Monday-Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Clear

CITY OF Medford
INTERSECTION OF Stewart Avenue
AND Barnett Road
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10766	100
ENTERING FROM NORTH & SOUTH	3852	36
ENTERING FROM EAST & WEST	6914	64

To

Remarks: 16 hour
Count factored
to a 24 hour
Vehicle hour

12-55

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date October 5, 6, 1964
Day of week Monday - Tuesday
Hours counted 6 AM to 10 PM
Weather clear

Classification All vehicles

City
Inter
Stati
Code

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					
A.M.	6:00– 7:00	18		38		31		52	60	17	70	16	2	304	159	52	145	48	
	7:00– 8:00	25		72		169		262	155	104	136	27	8	958	410	43	548	57	
	8:00– 9:00	22		42		34		173	209	44	120	15	8	667	226	34	441	66	
	9:00–10:00	15		29		35		145	162	37	78	9	12	542	189	35	353	65	
	10:00–11:00	17		20		27		134	172	35	82	12	7	506	153	30	353	70	
	11:00–12:00	9		21		35		147	144	38	95	11	6	506	166	33	340	67	
P.M.	12:00– 1:00	22		28		42		165	170	49	103	10	11	600	206	34	394	66	
	1:00– 2:00	27		19		32		172	175	51	98	8	10	592	186	31	406	69	
	2:00– 3:00	22		48		26		193	194	34	74	9	17	617	187	30	430	70	
	3:00– 4:00	25		46		47		220	230	58	96	9	6	737	220	30	517	70	
	4:00– 5:00	23		59		87		241	237	70	167	20	33	977	369	38	608	62	
	5:00– 6:00	38		37		53		151	248	52	230	13	12	934	370	40	564	60	
	6:00– 7:00	24		28		48		132	145	81	97	4	5	584	202	35	382	65	
	7:00– 8:00	28		30		42		152	112	92	109	10	3	579	212	37	367	63	
	8:00– 9:00	18		16		14		93	94	52	89	3	6	385	143	37	245	63	
	9:00–10:00	9		12		13		89	77	29	64	1	5	299	103	34	196	66	
	10:00–11:00																		
	11:00–12:00																		
A.M.	12:00– 1:00																		
	1:00– 2:00																		
	2:00– 3:00																		
	3:00– 4:00																		
	4:00– 5:00																		
	5:00– 6:00																		
	24-Hour total .	376		600		735		2796	2796	727	1401	195	166	10766	3852	36	6914	64	
	16-Hour total .	342		545		735		2542	2724	843	1728	177	151	9787	3501	36	6286	64	
	__-Hour total .																		
	Control . . .																		
	Factor . . .																		

Tabulated
Computed
Checked b
Checked

Steward Ave St. is North and South

Barnett Road St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Medford

Intersection Stewart Avenue & Barnett Road

Station number

Code number

sification All Vehicles

Entering Volumes

	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
	16	2	304	159	52	145	48	87	69	76	72				
	27	8	958	410	43	548	57	266	366	182	144				
	15	8	667	226	34	441	66	98	217	224	128				
	9	12	542	189	35	353	65	79	182	171	110				
	12	7	506	153	30	353	70	64	169	184	89				
	11	6	506	166	33	340	67	65	185	155	101				
	10	11	600	206	34	394	66	92	214	180	114				
	8	10	592	186	31	406	69	78	223	183	108				
	9	17	617	187	30	430	70	96	227	203	91				
	9	6	737	220	30	517	70	118	278	239	102				
	20	33	977	369	38	608	62	169	331	277	300				
	13	12	934	370	40	564	60	128	203	361	242				
	4	5	584	202	35	382	65	100	213	169	102				
	10	3	579	212	37	367	63	100	245	122	112				
	3	6	385	143	37	242	63	48	145	97	95				
	1	5	299	103	34	196	66	34	118	78	69				

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Medford County Jackson
Intersection of Barnett Rd. and Stewart Ave.
Highway Number 1 (I-5)
Period Covered 1-1-63 To 6-30-64
Compiled by C.S. Drawn by _____ Date 9-15-64

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1963 Fatal	1963 Non-fatal	1963 Prop. Damage	1963 Total	6 Mos. 1964 Fatal	6 Mos. 1964 Non-fatal	6 Mos. 1964 Prop. Damage	6 Mos. 1964 Total	[blank] Fatal	[blank] Non-fatal	[blank] Prop. Damage	[blank] Total	[blank] Fatal	[blank] Non-fatal	[blank] Prop. Damage	[blank] Total	TOTAL Fatal	TOTAL Non-fatal	TOTAL Prop. Damage	TOTAL Total
Angle		2	2	4		1	1	2										3	3	6
Head – on																			6	6
Rear – end			5	5			1	1										1	4	5
Sideswipe																				
Turning Movement			3	3		1	1	2												
Parking																				
Non – collision																				
Fixed Object																				
Pedestrian																			3	3
Backing			2	2			1	1												
Misc.																				
TOTAL		2	12	14		2	4	6										4	16	20

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

October 9, 1964

Mr. L. R. Chandler
Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Attention: Glen L. Clark
Division Traffic Engineer

Gentlemen:

We have received complaints of traffic on the southbound off-ramp on Barnett Road being backed up on the ramp almost back to the freeway exit.

I have personally noticed this also and have seen 20 to 25 cars in storage on the off-ramp north of Barnett Road. These vehicles only lacked one or two spaces of being back onto Interstate travel lane at the times I have observed this.

We are enclosing a 1"=100' map showing our preliminary proposal for the widening of Barnett Road from Barnett Interchange to Riverside Avenue. This will provide four lanes plus ample room for turning movements. There is apparently ample room on the southbound off-ramp for an additional lane for the use of vehicles making right turns to westbound Barnett.

If you would like some additional information regarding this area, we will be glad to work with you on this matter.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:ms

Enclosure

RECEIVED
JUN 4 • 1964
FOR FILING

15-1148

6871

June 3, 1964

Jackson County Court
Jackson County Courthouse
Medford, Oregon

City of Medford
City Hall
Medford, Oregon

Gentlemen:

Further reference is made to your letters of April 23 and 28 and Mr. Cooper's reply of May 5 relative to the Highway Commission's assuming jurisdiction and control over Barnett Road between Interstate Route 5 and Riverside Avenues in Medford.

The Highway Commission has indicated that it cannot assume this responsibility at this time. As you probably know, the Commission is using every available dollar in trying to remove the extremely critical deficiencies in the noninterstate system and until some of these hazardous aspects of our primary and secondary highways can be alleviated, the Commission is very reluctant to add additional mileage to the system.

I hope you will understand the Commission's position as it is a financial problem and not one of uncooperation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPrms

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

OFFICE OF
THE CITY MANAGER

CITY OF MEDFORD

MEDFORD, OREGON 97501

April 28, 1964

D TL
Forest Cooper

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Recent inquiries to City Offices indicate that substantial real estate improvements are contemplated along Barnett Road between Riverside Avenue (Rogue Valley Highway) and Interstate 5, approximately 1,175 feet in length. As the present right of way width is only 60 feet in width, no doubt additional width will be required for improvement of this road.

The property on both sides of this section have been zoned Commercial for several years; therefore, it is not possible to control building adjacent to the right of way lines by setbacks.

As Barnett Road still retains the status of a County Road even though it is within City Boundaries, the Jackson County Court has been contacted regarding their plans for improving this section. The County Court and the City of Medford both feel that this section is a connecting link between the Rogue Valley Highway and Interstate 5, which has changed the characteristics of this road both from increased traffic and future roadside business developments that will require an entirely different facility than would be planned without this connecting link.

The traffic volumes have increased from 2,400 in November 1962 to 4,500 in July 1963 after the Freeway was opened south of the Barnett Road Interchange indicate the impact of the freeway on this road. January 1964 traffic was 5,600 on this same section.

We respectfully urge that the State Highway Commission consider the improvement of this section of Barnett Road at an early date.

Very truly yours,

Robert A. Duff
City Manager

VT:ms

RECEIVED
MAY 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

JACKSON COUNTY COURT

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

April 23, 1964

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

At a meeting recently held with officials of the City of Medford, it was agreed that both Jackson County and the City request your commission to take under study the possibility of incorporating into the state highway system that portion of Barnett Road within the city limits of Medford that presently connects the Barnett Road Interchange at Interstate 5 with Riverside Avenue (U. S. 99).

It is the feeling of the County Court of Jackson County that an obligation remains with the County to join with the City of Medford to request the Highway Commission to develop this section of Barnett Road as a part of the state highway system.

The County's interest in this section of road stems from the fact that it is still regarded as a County road, since the City of Medford has not assumed jurisdiction over the road, even though it lies within the corporate limits of the City of Medford.

At the present time, there is not a complete state highway connection from the Barnett Road Interchange at Interstate 5 to the state secondary route, No. 238, without this section of Barnett Road being a part of the state highway system.

The County Court feels that the adoption of this portion of Barnett Road as a part of the state highway system is extremely urgent as there is now room for expansion and improvement of this section of road. It is very likely that the near future will bring intensive development along this section of Barnett Road and will create problems of expansion and development which do not now exist.

It appears to the County Court of Jackson County that this section of Barnett Road rightfully belongs as a portion of the state highway system as it connects a major Interstate Highway with a state primary highway; and without this section, it does not connect a state secondary highway with a state controlled route to the Freeway.

JACKSON COUNTY COURT:

Earl M. Mills
County Judge

E H Taylor
County Commissioner

Donald E Haber
County Commissioner

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MAY 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY - 1 1964
OREGON
STATE HIGHWAY COMMISSION

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15-1148

6871

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1962

To:
Mr. R. L. Porter
Asst. State Highway Engineer
BUILDING

SUBJECT: Memorandum to Forrest Cooper
From Glenn L. Jackson
Re: Barnett Road
Medford, Oregon

NOTED
R. L. PORTER

In accordance with your instructions to Mr. Gerald Attig the subject matter of the memorandum to Forrest Cooper from Glenn Jackson has been reviewed.

The City has been planning the proposed Barnett Road extension westerly across the railroad tracks to Melrose Avenue for many years. This project has not materialized as of this date unless there has been more recent developments of which we are not fully aware. It is true that the reconstruction of Stewart Avenue between Barnett Road and U.S. 99 will relieve Barnett Road between the freeway and U.S. 99 somewhat. Northbound traffic and southbound traffic which has its orgin or destination to the south of Stewart Avenue or westerly of 99 along Stewart Avenue will use this recently reconstructed route. The traffic that will use Barnett Road will be mainly that which is destined to and from downtown Medford at this time. If the extension of Barnett Road westerly to Melrose Avenue were to materialize at some future date, a great deal of traffic would more than likely be generated on this particular routing.

Throughout our freeway locations through this area from Seven Oaks to South Ashland, we are quite closely paralleling existing U.S. 99. The highway system is tied together at very wide spread intervals at Seven Oaks, at Crater Lake Highway, at the Green Springs Highway, and at the South Ashland Connection.

Barnett Road provides the connection at the south of Medford for northbound traffic whose destination is the Medford vicinity and freeway connection for southbound traffic.

I believe that we have some responsibility in this matter in that our highway system is not integrated in this area. There is no direct

NOTED
R. L. PORTER

tie by means of a state highway between two parallel highway facilities. The section of Barnett Road which would be in addition to the state highway system is approximately 1,000' long in length. If this were to be done, our highway system would be tied together and traffic which is essentially of the type that uses the state highway system would travel routes under jurisdiction of the highway department.

I believe that the principle of integrating the highway system has been carried out in other locations such as in Grants Pass with the construction of the "E" and "F" Street Couplet, in The Dalles where Brewery Grade Interchange is to be constructed, and at Biggs Junction where we constructed a connection from the freeway south to the existing highway facility. I can foresee other instances where we will be faced with a like problem. The one in mind at the moment is the connection from the North Ashland Interchange via Valley View Road to the existing highway. The roadway at this location is entirely inadequate for the main connection to the north of the City of Ashland and should be reconstructed. It would be my recommendation that Barnett Road be brought up to an adequate standard and be made part of the state highway system. I do not have a cost estimate available at this time, but can have one prepared in the near future if you so desire.

I am enclosing a sketch map showing the particular area under consideration.

F. D. Morgan
Construction Engineer

GKA:jd

Enclosure

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AUG 8 1961
FOR FILING
15-1148
6871

August 8, 1961

Medford Chamber of Commerce
Medford
Oregon

Attention Mr. C. A. Hubbard, Chairman
Highway Committee

Gentlemen:

Reply is made to your letter of July 20 urging action on two proposals; namely, the four-laning of Barnett Road and the inclusion of McAndrews Road in the State secondary system from Riverside Avenue to Matlock's Store.

With respect to four-laning of Barnett Road, we must advise that we have attempted to secure approval of this proposal from the Bureau of Public Roads. Copies of our latest exchange of correspondence with the Bureau are attached. I must explain that a peculiar situation exists where the pattern of the Barnett Road Interchange is concerned. There are no left turns from Barnett Road to any of the ramps. Under this condition, extremely high capacity factors result. Our latest traffic analyses show slightly less than 700 vehicles in the highest design hour in the most heavily used lane of Barnett Road. This volume does not justify four-lane construction. The total average daily volume is slightly less than 8,000 for the design year 1975 and would require four lanes were it not for the aforementioned lack of any left turns or approaches within the high volume area.

With respect to the addition of McAndrews Road into the secondary system, some basic facts are immediately apparent. First, even though this were designated a secondary highway, it is within an urban area and thus not eligible for improvement with secondary funds.

Second, Division 3, which includes the Medford area, has presently in excess of 300 miles of deficient secondary highways which will require nearly $56,000,000 to improve to desirable current standards. In addition to this, Division 3 has 22 miles of

urban deficiencies which could only be improved by the expenditure of approximately $8,000,000.

Third, the traffic study made by the City of Medford in 1953 did not indicate the desirability of improving McAndrews Road beyond Columbus Avenue and then only as priority number eleven of the project study.

In view of these facts, it would appear that including this segment in the State system could only be done at the detriment of more worthy projects.

Very truly yours,

W. C. Williams
State Highway Engineer

enc. (Letter of 2-14-61, C.D. Polk to MCH, and
letter of 2-7-61, Tom Edwards to C.D. Polk)

cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:fp ms

Medford Chamber of Commerce

GATEWAY TO CRATER LAKE • IN THE HEART OF THE ROGUE RIVER VALLEY

MEDFORD, OREGON
TELEPHONE SP 2-6293

July 20, 1961

W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

At the regular meeting of the Medford Chamber of Commerce board of directors this morning, the group voted unanimously to go on record favoring two recommendations as submitted by the Chamber's highway committee, and that a letter be submitted to your office urging action on these two suggestions.

The first proposal concerned the Barnett Road overpass and interchange from the freeway into Medford. It was the feeling of the members that this section should be four lanes instead of two, as the plans call for now, due to the fact that Barnett Road would carry a very heavy traffic load as soon as the freeway is completed. This route will be one of the main arterials into Medford and a connecting link from the present U.S. 99 to the new freeway.

The other recommendation as submitted by the highway committee, was a request that McAndrews Road be re-classified as a State secondary highway to Jacksonville, from Riverside Avenue to Matlack's Store (located at the junction of Oregon State Highway 238 and North Ross Lane). The present highway to Jacksonville is through the business district of Medford. An alternate route would spread the traffic out, helping to eliminate congestion in the business district.

It is our hope that your department will give favorable consideration to these two recommendations.

Sincerely,

Robert C. Taylor, President
Chamber of Commerce

C. A. Hubbard

C. A. Hubbard, Chairman
Highway Committee

Edw will draft reply

RECEIVED
JUL 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Comptr

1-8-9.0

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: February 14, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon I-5-1(--)11, Barnett Road Interchange

Your letter of February 7, 1961 requested that the proposed interchange at Barnett Road be modified to permit the construction of four lanes on Barnett Road between the termini of the interchange. Our letter to you, dated March 24, 1960, stated that an analysis of the traffic movements through this interchange revealed that the two-lane facility, as approved, was adequate to serve the 1975 peak hour traffic and would not interfere with the proper operation of the interchange. The new traffic figures, that are shown on the plan presented with your letter of February 7, indicate lower volumes on most of the legs of the interchange. We have rerun our capacity analysis at the ramp terminals and the crossroad, and the present two-lane design is still more than adequate to handle the predicted 1975 traffic.

Based on the above reasons the decision as stated in our letter dated March 24, 1960 is still valid.

Edw - Discuss with Cooper

CONSTRUCTION DIVISION
RECEIVED
FEB 16 1961

NOTED-- CE ACE ACE COE

RECEIVED
FEB 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Barker
By Ass't. Construction Engineer

NOTED
FOR YOUR INFORMATION

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FEB 9 1961
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
FLOYD QUERY, SECRETARY
SALEM

Print
Traffic
Channel
Ford

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

The design for the Barnett Road Interchange approved by Mr. E. H. Cowan on November 8, 1957 provides for construction of only two lanes at this time to carry Barnett Road over the freeway.

Continuing studies have been carried on with regard to traffic counts in this area. We attach hereto the latest data in this regard. Analysis of this data indicates that an intolerable condition will exist due to the overloading on Barnett Road immediately upon opening of the freeway.

We have previously requested that we be permitted to construct four lanes on Barnett Road between the termini of the interchange at the time of initial construction. We repeat this request at this time and earnestly ask your approval that an unsavory condition which we feel will accrue will be eliminated.

Very truly yours,

W. C. Williams
State Highway Engineer

By
Tom Edwards
Construction Engineer

TE:jw

Attach.

cc Forrest Cooper

NOTED
RECEIVED
FEB 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1961
FOR FILING
15-1148
6871

July 7, 1961

Mr. Robert A. Duff
City Manager
City Hall
Medford, Oregon

Dear Mr. Duff:

Reply is made to your letter of June 21 directed to our Construction Engineer, Mr. Tom Edwards, concerning the problem of building construction in the Barnett Road area.

We have repeatedly tried to secure approval of the Bureau of Public Roads to four-lane this structure and this section; however, the traffic statistics which have been supplied do not justify this expenditure at this time.

In view of this fact, it does not seem reasonable to participate in the purchase of right of way in the face of data which questions its necessity. It would appear that this matter is one which should be handled by zoning and proper setback lines to the end that, should the traffic require widening of Barnett Road at a future date, the area would not be further encumbered by buildings.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. Forrest Cooper

TE:jw

OFFICE OF
THE CITY MANAGER

CITY OF MEDFORD
MEDFORD, OREGON

June 21, 1961

Mr. Tom Edwards
Ass't. State Highway Engineer
State Highway Department
Salem, Oregon

Dear Tom:

We are a little concerned about the contemplated buildings that are proposed for Barnett Road between the interchange and South Riverside Avenue in the City. We are further concerned about the rapid increase of property values within this area. Previously, we have discussed with you the widening of Barnett Road between the above limits when traffic warrants such improvements. Our concern at the moment is the cost of the right of way which will either be lost because of buildings or because costs have sky-rocketed.

Can the State participate in the advance purchase of rights of way? If so, do you believe that a study relative to this problem should be initiated?

Very truly yours,

Robert A. Duff
City Manager

RAD:bh

REFERRED TO
Barber
By Ass't. Construction Engineer

CONSTRUCTION DIVISION
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JUN 22 1961
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RECEIVED
MAY 5 1961
FOR FILING

115-1148
6871

May 5, 1961

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon

Dear Mr. Thorpe:

I have your letter of April 28, signifying acceptance of our proposal to establish left-turn lanes at the intersection of South Riverside Avenue (US99) and Barnett Road. This is a proposal to use painted lines in place of the jiggle bars originally proposed.

If the City Council will enact an ordinance prohibiting parking as shown on the plans previously submitted and send a copy to this office, we will proceed with the painting of the islands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. Frank Morgan

VPJ:pk ms

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

April 28, 1961

G. S. Paxson
Assist State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: South Riverside
Traffic Control

Dear Mr. Paxson:

We have considered your proposal in your letter of April 21st regarding the use of painted lines rather than "jiggle bars" for the traffic control on South Riverside from Central Avenue to the existing "jiggle bars" near Stewart Avenue.

We believe that these painted lines will serve the purpose, but if not it might be necessary to supplement the painted lines with "jiggle bars" at a later date.

Very truly yours,

Vernon Thorpe

Vernon Thorpe
Public Works Director

VT:ms

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MAY - 1 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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6871

April 21, 1961

Barnett Rd
Intersection

Mr. Vernon Thorpe
Director of Public Works
City Hall
Medford, Oregon

8C8

Dear Mr. Thorpe:

cc

This will acknowledge your letter of April 14 in regard to the proposed channelization at the intersection of South Riverside Avenue (U399) and Barnett Road in the southerly part of the city of Medford. In the second paragraph of your letter, you bring up the point of leaving openings in the proposed jiggle bar median to permit access to the various roadside businesses in this section. It is not believed that we should leave openings in the median in that with the frequency of driveways in this section the providing of openings at the various driveways would result in almost complete opening.

If City officials believe it is necessary to provide openings at driveways, it is the suggestion of this office that in lieu of construction of a jiggle bar island, we simulate the jiggle bars with painted lines. Again, in order to maintain the semblance of the island, it would be necessary that the painted jiggle bars be carried continuous through the sections opposite the driveways. Although the use of painted lines rather than jiggle bars would not result in optimum traffic control, it is believed that it would be preferable to leaving openings in the standard jiggle bar median.

From the point of view of traffic control, it would be most desirable to implement the plan as originally proposed. It is true that this would result in discouraging, to a certain extent, left-turn movements into and out of driveways, but such action would tend to reduce nonintersectional accidents and facilitate the over-all flow of traffic.

Will you please advise me as to the thinking of City officials to this proposal.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. F. B. Crandall
FBC:tln er

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON

April 14, 1961

Mr. G. S. Paxson
Assist State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

In reply to your letter of March 17, 1961, regarding an ordinance prohibiting parking on South Riverside as indicated on your sketches, the City Traffic Engineer has authority to designate "No Parking" zones on city streets, however, because of the extent of this project, this proposal was reported to the City Council at their April 6th meeting.

There were no objections to the proposed plan, but there were some questions by the councilmen regarding openings in the median to permit access to businesses. We informed them that such openings were provided in the median just north of Stewart and were sure that these openings could be provided in other locations. These openings would provide a refuge for vehicles making the turns to driveways on the opposite side of the street without requiring them to proceed to the next intersection and making a U turn.

Very truly yours,

Vernon Thorpe,
Public Works Director

VT:ms

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APR 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 6 1961

FOR FILING
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM
15-1148
6871

868

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 29, 1961

Mr. Vernon Thorpe
Dir., Public Works
City Hall
Medford, Oregon

Dear Mr. Thorpe:

This will acknowledge receipt of your letter of March 21, concerning the proposed left-turn refuge channelization at the intersection of Riverside Avenue and Barnett Road in the city of Medford. Pursuant to your request we are enclosing one copy of our tracing of the proposed immediate channelization at this intersection.

You also expressed concern about possible difficulties at the northerly end of the proposed channelization in regard to traffic from the new Thunderbird Motel. I am enclosing one copy of our plan showing in red a possible revision at this location, which it is believed will care for traffic at this location.

If this office can be of any further service, please advise.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

by Original Signed by F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk:njc

bc: G. S. Paxson - This completes GSP 868

RECEIVED
MAR 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1961
FOR FILING

PUBLIC WORKS DEPARTMENT
15-1148
6871

CITY OF MEDFORD
MEDFORD, OREGON

March 21, 1961

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Paxson:

In reply to your letter of March 17th re: proposed left-turn refuge at the intersection of Riverside Avenue and Barnett Road, prohibition of parking will be on the City Council agenda for the April 6th Council Meeting. In order to include your proposal on the City Manager report, we would appreciate having a duplicate tracing of drawing No. 6255, as we publish 20 copies of these agenda reports.

Traffic slowing or stopping to enter the driveways for the new Thunderbird Motel may cause a hazard for the south-bound Central Avenue traffic entering South Riverside. Do you believe that some type of refuge should be provided at the north end of the "jiggle bars"?

We are attaching a sketch showing the new locations of the prohibited parking and fireplug along with the new driveways to the motel.

Very truly yours,

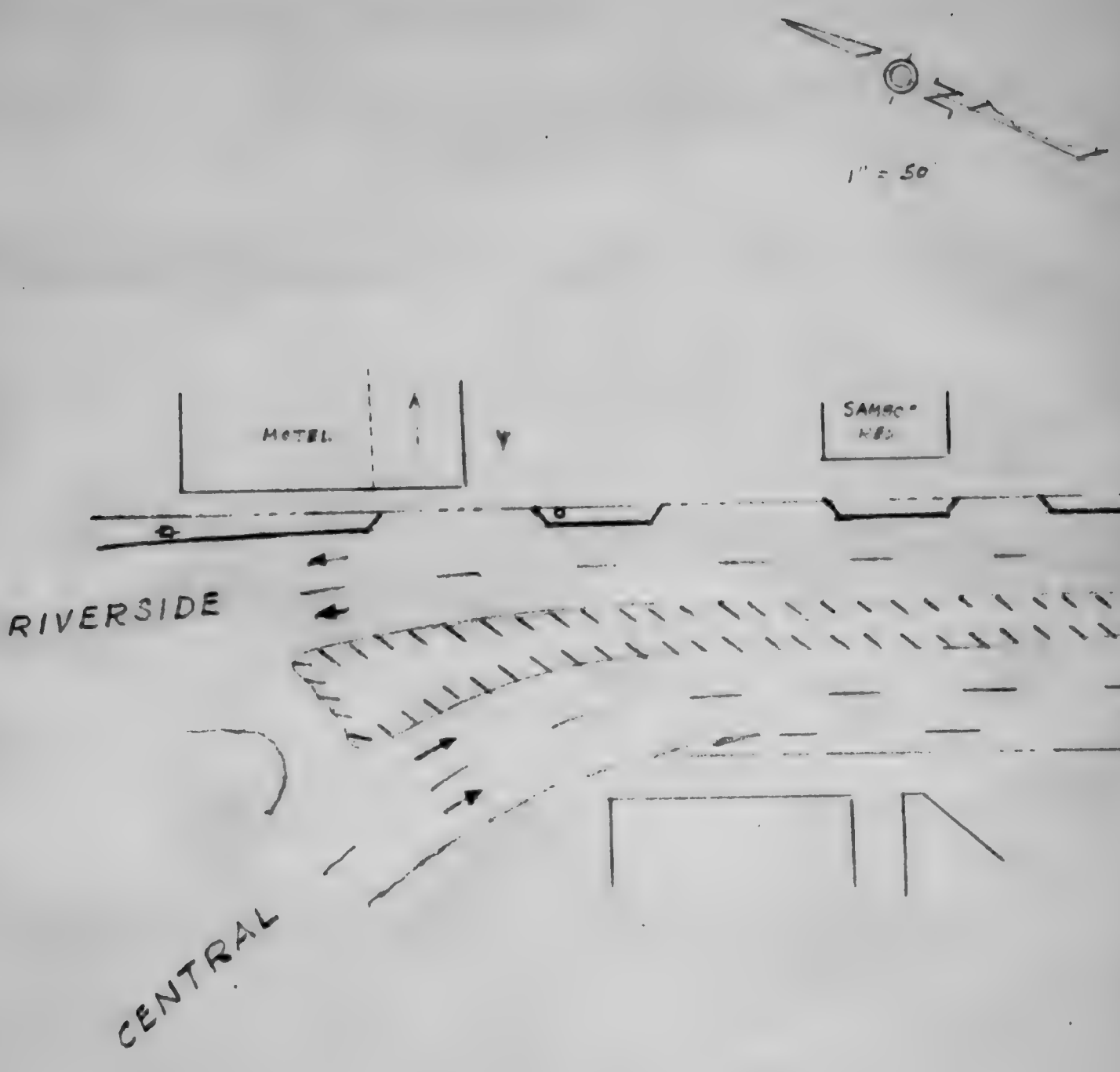
Vernon Thorpe
Public Works Director

VT:ms
Attachment

RECEIVED
MAR 22 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
MAR 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER



CITY OF MEDFORD — PUBLIC WORKS DEPT.		
NEW DRIVEWAY & POWER POLE LOCATIONS AT THUNDERBIRD MOTEL SOUTH RIVERSIDE AVE AT CENTRAL AVE		
DRAWN BY V. T.	DATE 5-20-61	PROJECT NO.
CHECKED BY	DATE	
APPROVED ASSIST. CITY ENGINEER		
APPROVED CITY ENGINEER		DRAWING NO. COPY OSHD 6255
APPROVED BY ORDINANCE NO.	DATE	
REVISED AS CONSTRUCTED BY	DATE	

RECEIVED
MAR 20 1961
FORM E-30 SOM 7-60 29395

FOR FILING
15-1148
6871

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1961

SUBJECT: Barnett Road Interchange
Medford

To: Mr. Forrest Cooper
Deputy State Highway Engineer
B U I L D I N G

Barnett Rd. Interchange

In response to Mr. Wolfe's letter of February 13th and your letter of March 3d, I have again discussed with City Manager Robert A. Duff the matter of the improvement of Barnett Road.

I was of the opinion that I had not made any commitment to Mr. Duff in the matter of a cooperative agreement on Barnett Road, but had instead (in response to his query) told him that if the City wished such an arrangement it should be presented to the Commission and would be considered on its merits at that time.

With respect to the widening of Barnett Road, I did advise Mr. Duff and Mr. Thorpe that we would attempt to widen it to permit a free-flowing movement. I am unhappy to report that the Bureau of Public Roads will not permit such widening and I have so informed Mr. Duff.

Tom Edwards
Construction Engineer

TE:jw

Mr. Wolfe got a copy (cc)

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MAR 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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15-1148
6871

Salem, Oregon
February 13, 1961

Barnett Road Interchange Area
City of Medford

Mr. Tom Edwards
Construction Engineer
BUILDING

On January 25, the Construction Division roughdrafted a letter for my signature to Mr. Vernon Thorpe pertaining to the widening to four lanes or establishment of setback lines of Barnett Road between the freeway and Riverside Drive. Attached is a copy to refresh your memory.

During a meeting with Bob Duff and Vernon Thorpe on February 9, Mr. Duff chose me on this letter, in particular the last paragraph which indicates that while this was a desirable thing, the widening of Barnett Road would be a City responsibility and the Highway Department would not co-operate financially.

Mr. Duff indicated to me that it was his understanding in discussions with you that this would be a co-operative city-state project. Will you please clarify this for the benefit of Mr. Cooper and me?

In looking over the plans of the Barnett Road interchange with the two gentlemen, they indicated that you had advised them that you would widen Barnett Road on the east side to make a free-flowing lane of traffic westbound so that the trucks left-turning to the west from the northbound offramp could make their move, and westbound ~~through~~ traffic could free-flow. This is not indicated on the plans and caused some concern to Mr. Duff and Mr. Thorpe.

Victor D. Wolfe
Administrative Assistant

VDW:ms
attach.
cc Forrest Cooper

RECEIVED
MAR 20 1961
FOR FILING
15-1148
6171

March 17, 1961

Mr. Vernon Thorpe, Director
Department of Public Works
City Hall
Medford, Oregon

Dear Mr. Thorpe:

In January you wrote to Mr. Victor D. Wolfe, Administrative Assistant, in regard to the need for a left-turn refuge at the intersection of Riverside Avenue (U399) and Barnett Road in the southerly part of Medford. This location has been investigated by our Traffic Engineering Division. An attempt was made to locate you during the field portion of the investigation, but you were on vacation. Investigation discloses that during the period from January 1, 1955 to November 30, 1960, there were 20 reported accidents at this intersection. Eight persons were injured, and there were no fatalities. All of the accidents involved a vehicle making the left-turn movement from Riverside Avenue into Barnett Road to the east.

A traffic count taken at this intersection on January 23 and 24, 1961 revealed that 1,073 vehicles were making the left turn from north to east in conflict with 6,522 vehicles making the through south to north movement during a 24-hour period. When the Pacific Highway is completed Barnett Road will become a major access to the freeway, and it can be anticipated that this left-turn volume will increase.

I am attaching two sketches showing proposed left-turn refuge construction at this intersection. Plan "A" shows provision of a left-turn refuge for the north to east turn only. Plan "B" visualizes the extension of Barnett Road to the west of Riverside Avenue and provides for both left turns off of Riverside Avenue. It is the recommendation of this office that Plan "A" be put into effect immediately. You will note that in order to provide for two through lanes in each direction, plus the left-turn lane, it will be necessary to prohibit parking through the section from Central Avenue to Stewart Avenue.

If the City Council will enact an ordinance providing for prohibition of parking as shown on the attached sketches and if a copy is submitted to this office, we will proceed with construction of a left-turn refuge and the installation of the necessary signs prohibiting parking. Will you please advise me of the reaction of city officials to this proposal.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Pearson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. F. B. Crandall
Mr. F. D. Morgan
Mr. V. D. Wolfe

VPJ:pk ae

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
March, 1961

REPORT OF TRAFFIC CONDITIONS
Pacific Highway at Barnett Road
US99 - Hwy. No. 1 - M.P. T311.83
Medford

Recommendation:

As a result of this investigation, it is recommended that a left turn refuge be constructed on the Pacific Highway, No. 1, at Barnett Road in Medford as shown on attached plan "A". This project is estimated to cost $2,500.

It is further recommended that the City of Medford enact an ordinance prohibiting parking as follows:

On Central Avenue (southerly side)

From 100 feet west of the west curb line extension of Riverside Avenue to Riverside Avenue.

On Riverside Avenue(southwesterly side)

From Central Avenue to Stewart Street.

On Riverside Avenue (northeasterly side)

From 460 feet northwesterly from the north right-of-way line extension of Barnett Road to 500 feet southeasterly of the south right-of-way extension of Barnett Road.

Historical Background:

This location has been the subject of several investigations, dating back to 1955. Signalization and channelization have been proposed and the City of Medford has not felt that prohibition of parking was feasible due to the numerous business establishments in this vicinity.

This investigation and report is in response to a letter dated January 5, 1961, from Mr. Vernon Thorpe, Public Works Director, Medford, requesting a left turn refuge at the intersection of US99 and Barnett Road. This letter points out the increase in traffic accidents due to the left turn movement from US99 to Barnett Road.

Investigation:

The junction of Barnett Road and Riverside Avenue (US99) forms an acute T-type

intersection. Barnett Road is the first east - west arterial south of Main Street and serves a scattered residential area. In addition, the County Shops are located along Barnett Road. The roadside culture along Riverside Avenue is as shown on the attached plan. US99 is of bituminous construction, 64 feet in width, between Portland Cement concrete curbs. Parking is allowed except for a 100 foot section in the southeast quadrant of the Barnett Road intersection. The indicated speed is 35 MPH.

A 16-hour manual turning movement count factored to 24-hours, taken on Monday and Tuesday, January 23-24, 1961, revealed that 15,677 entered this intersection. 1,073 vehicles made the left turn north to east onto Barnett Road. These turns were made against 6,522 northbound US99 vehicles. The maximum hourly left turn movement was 114 vehicles between 7:00 and 8:00 AM.

The construction of Interstate 5 will be completed in this area approximately in 1965. Barnett Road will then become a major connection to the freeway. The attached letter on this subject indicates the average daily traffic on Barnett will be 6,500 vehicles in 1965. The attached 1975 flow diagram predicts 9,700 vehicles.

Plan "A" provides suitable channelization for the interim period before completion of the Interstate Freeway. This plan would be relatively inexpensive, costing $2,500 and would be appropriate with minor revisions for the post 1965 period. Parking prohibition would provide suitable pavement width for this design.

Plan "B" would be appropriate for the second phase after Barnett Road was extended to the west and Interstate 5 was in existence. It would require the installation of a three-phase fully actuated traffic signal as shown on the plan. Barnett Road would by this time be widened to four lanes.

There were twenty reported accidents during the period from January 1, 1955, to November 30, 1960, at this intersection. There were no fatalities but eight persons were injured. There were eleven rear-end, six turning, two angle and one non-collision type accidents. Twelve of these accidents were types which could be prevented by the proposed channelization.

Therefore, based on the current number of left turn movements, the present accident experience, the forthcoming traffic volume increases and the slight revision required to accommodate the final design, it is recommended that plan "A" be constructed at an estimated cost of $2,500 to provide adequately for conditions until the Interstate Freeway is completed.

GLC:jv

Form B-10-102

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date January 23 24 1961
Day of week Monday & Tuesday
Hours counted 16
Weather Rain

City
Intersection
Station
Code

Classification All vehicles & Ped.

	TIME	SUMMARY BY MOVEMENTS																	
		North to East	East to North	North to West	West to North	South to East	South to North	East to West	West to East	South to East	South to West	North to West	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	
4 Hr.	6:00- 7:00	43	16			88	138			1	3			289	272	94	17	6	
	7:00- 8:00	114	72			362	388			8	13			757	877	92	80	8	
	8:00- 9:00	64	82			331	364			7	10			858	769	90	89	10	
	9:00-10:00	58	62			376	396			6	5			903	836	92	62	8	
	10:00-11:00	53	62			407	425			5	9			961	894	93	67	7	
	11:00-12:00	76	66			420	462			13	15			1102	1023	93	79	7	
	12:00- 1:00	72	78			513	476			10	22			1171	1023	92	88	8	
	1:00- 2:00	80	65			429	454			6	8			1086	1015	93	71	7	
	2:00- 3:00	72	70			469	472			6	9			1103	1022	93	81	7	
	3:00- 4:00	62	92			526	501			-	13			1194	1102	92	92	8	
	4:00- 5:00	104	186			548	612			20	7			1477	1271	86	206	14	
	5:00- 6:00	81	80			602	460			6	7			1184	1098	93	86	7	
	6:00- 7:00	38	31			269	224			3	3			568	534	94	34	6	
	7:00- 8:00	24	28			260	223			8	3			546	510	93	36	7	
	8:00- 9:00	18	27			184	168			4	2			403	372	92	31	8	
	9:00-10:00	16	16			190	217			5	6			450	429	95	21	5	
	10:00-11:00																		
	11:00-12:00																		
	12:00- 1:00																		
	1:00- 2:00																		
	2:00- 3:00																		
	3:00- 4:00																		
	4:00- 5:00																		
	5:00- 6:00																		
	16-Hour total	1073	1142			4775	4529			119	146			15677	14414	92	1261	8	154
	16-Hour total	975	1038			4618	5930			108	133			14252	13206	92	1146	8	140
	-Hour total																		
	Control																		
	Factor																		

Tabulated by
Computed by
Checked by
Checked by

11 99 St. is North and South

Barnett Rd St. is East and West

...GON STATE HIGHWAY COMMISSION
Traffic Engineering Division

...MMARY OF TRAFFIC COUNT

City of Medford
Intersection US 99 (Riverside Ave) and Barnett Road.
Station number
Code number

...tion All Vehicles & Ped.

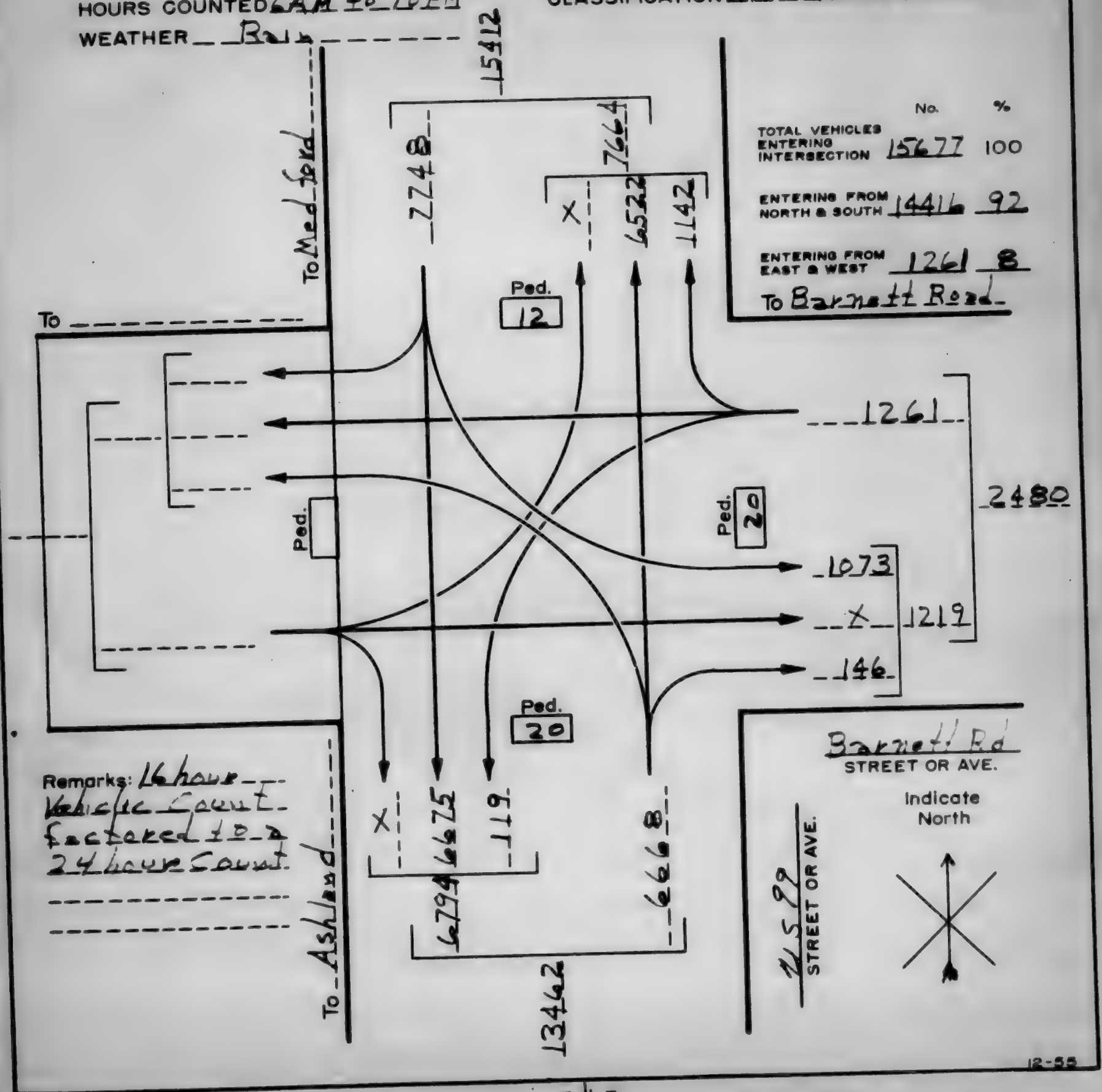
Time to Count	South to West	TOTAL	Percent North and East	Per Cent of Total	Percent South and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
		289	272	94	17	6								
		757	677	92	80	8						1		3
		858	769	90	89	10						2		3
		903	836	92	68	8					1	2		2
		961	894	93	67	7					5	5		1
		1102	1023	93	79	7								
		1171	1083	92	88	8					2	5		4
		1086	1015	93	71	7						2		2
		1103	1022	93	81	7						1		1
		1194	1102	92	92	8					2			
		1477	1271	86	206	14					2	2		4
		1184	1098	93	86	7								
		568	534	94	34	6								
		546	510	93	36	7								
		403	372	92	31	8								
		450	429	95	21	5								
		15677	14416	92	1261	8	1654	12	2480		13762				
		14252	13106	92	1146	8	1546	11	2254		12239	12	20		20

Tabulated by
Computed by
Checked by
Checked by

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 23, 24, 1961.
DAY OF WEEK Monday - Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Rain

CITY OF Medford
INTERSECTION OF US 99 (Riverside Ave)
AND Barnett Road
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles & Pedestrians



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	15677	100
ENTERING FROM NORTH & SOUTH	14416	92
ENTERING FROM EAST & WEST	1261	8

To Barnett Road

Remarks: 16 hour Vehicle Count factored to 24 hour Count.

12-55

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1961

PRELIMINARY COST ESTIMATE
Proposed Left Turn Refuge

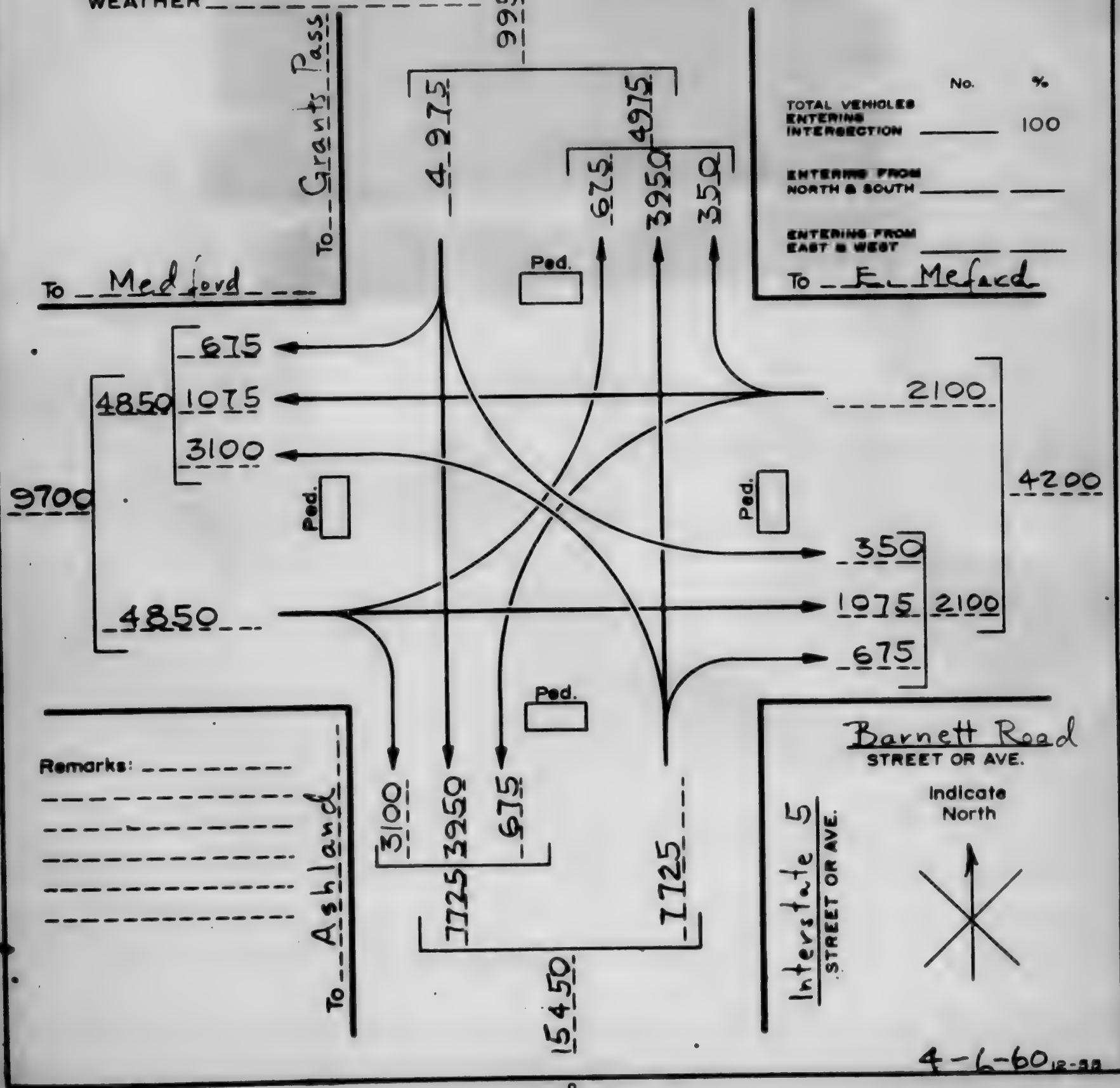
Intersection of Pacific Hwy. & Barnett Road
US99 - Hwy. No. 1 - M.P. T311.83
Medford

Item	Unit	Net	Allow	Gross	Unit Cost	Amount
Excavation - Haul Inc.	cu. yd.	20	2	22	$3.00	$ 66
Base Rock	cu. yd.	13	1	14	2.75	40
Leveling Course	cu. yd.	2	-	2	3.50	7
Asphaltic Concrete	ton	9	1	10	10.00	100
PCC Curb Removal	lin. ft.	120	-	-	1.00	120
PCC Curb Construction	cu. yd.	3.7	.4	4.1	50.00	205
Raised Asphaltic Markers	lin. ft.	1200	120	1320	0.75	990
Signing	lump sum	-	-	-	-	400
Stripe Removal	lin.ft.	3600	360	3960	.05	198
Painting & Striping	lump sum	-	-	-	-	150
				Total Construction Cost		$2276
				Engineering and Contingencies 10%		224
				TOTAL CONSTRUCTION COST		$2500

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1975 Average Daily
DAY OF WEEK _____ Traffic
ACTUAL COUNT (VEH) _____ HRS.
HOURS COUNTED _____
PEDESTRIAN COUNT _____ HRS.
HOURS COUNTED _____
WEATHER _____

CITY OF MEDFORD
INTERSECTION OF Interstate 5
AND Barnett Road
STATION NO. _____
CODE NO. _____
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	_____	100
ENTERING FROM NORTH & SOUTH	_____	____
ENTERING FROM EAST & WEST	_____	____

To E. Medford

4-6-60 12-58

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1961

SUBJECT: Traffic Volume Estimates
Barnett Road Interchange
Interstate 5

To:

V. D. Wolfe
Administrative Assistant
O f f i c e

Following my letter to you of February 1, 1961, Mr. J. E. Gately attempted to determine a series of events leading up to the submission of traffic volumes to Mr. Vernon Thorpe at the subject location. In the preparation of the basic design, traffic volumes were quoted to the Construction Division for their use. Subsequent to that time and as a part of the 104 (b) Interstate Highway Needs Study, basic revisions were made in anticipated traffic volume growth. The changes in traffic volume growth in the Medford Area were not reflected in the volumes shown on the construction plans, and the volumes quoted in your letter were quoted as the adjusted volumes. The 4,200 vehicles per day, although not stated as such, were actually an estimate of 1958 ADT. The estimated ADT for 1975 as shown on the attached turning movement diagram is 9,700. The relationship of the 1975-1958 ADT indicates a growth factor for 17 years of 2.3. Based on this relationship, the 1970 ADT would be 8,100 vehicles.

The only explanation we can give for your arrival at 6,500 vehicles per day would be using the 4,200 vehicles per day as the 1960 ADT and using a general growth factor of two you would arrive at approximately 6,300 vehicles per day.

In discussing this with Mr. Gerald Attig, it was our impression that the reason for quoting a 1970 volume was an attempt to determine the approximate date at which it might become necessary to consider construction of Barnett Road to four lanes. Based on the revised figures quoted above, it is anticipated that traffic volumes will reach 6,500 vehicles per day in seven to eight years, or about 1965.

Also, during our discussion with Mr. Thorpe, he indicated that the plans he received for the 12th Street-N. Ashland Section did not include the sheet from Barnett Road to 12th Street. He would appreciate receiving this additional sheet to complete his set.

RECEIVED
FEB 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

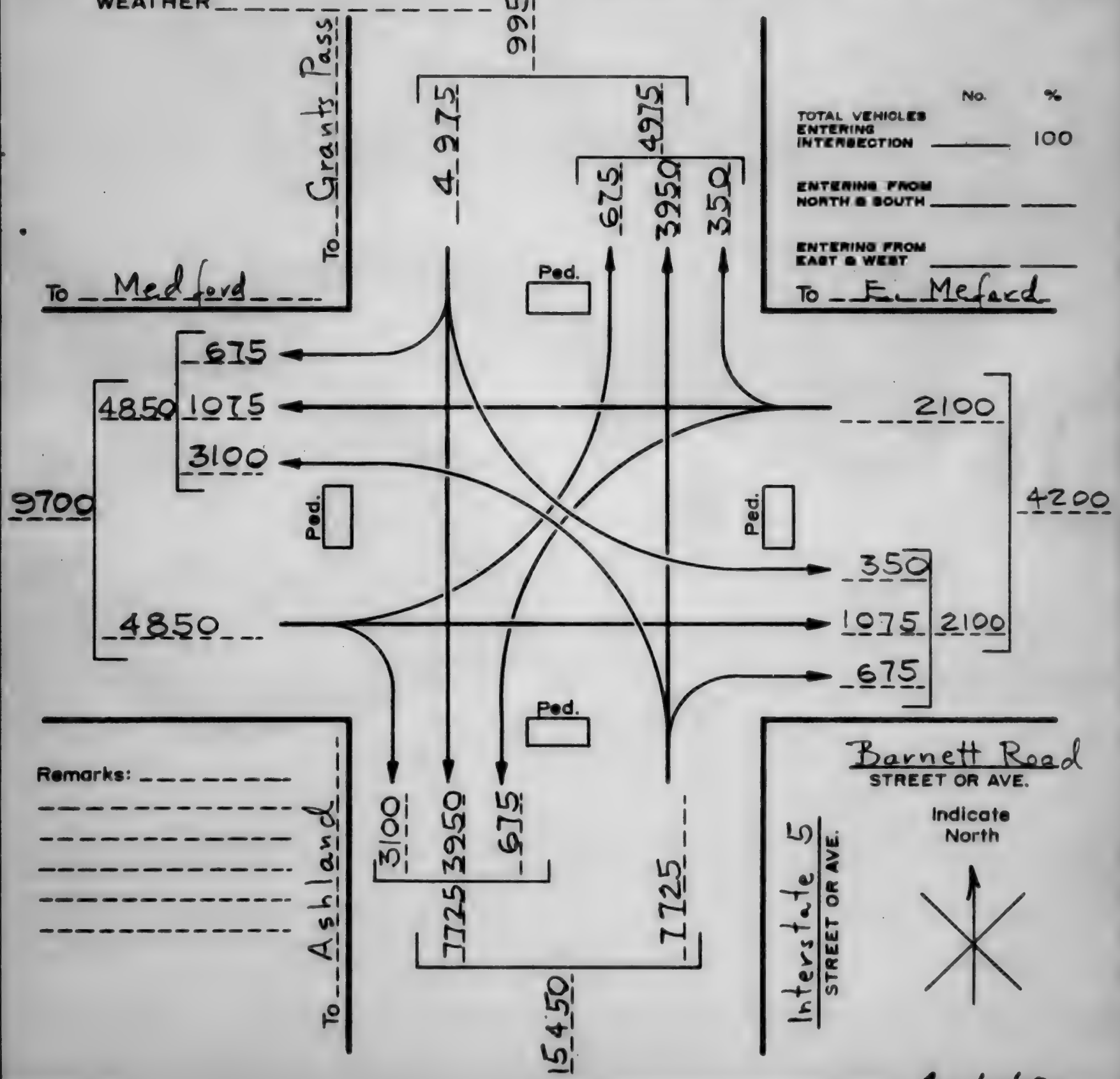
F. B. Crandall
Traffic Engineer

RCB:mp

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1975 Average Daily Traffic
DAY OF WEEK _____
ACTUAL COUNT (VEH.) _____ HRS.
HOURS COUNTED _____
PEDESTRIAN COUNT _____ HRS.
HOURS COUNTED _____
WEATHER _____

CITY OF MEDFORD
INTERSECTION OF Interstate 5
AND Barnett Road
STATION NO. _____
CODE NO. _____
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	_____	100
ENTERING FROM NORTH & SOUTH	_____	_____
ENTERING FROM EAST & WEST	_____	_____

4-6-60 12-55

RECEIVED
JAN 26 1961
FOR FILING

15-1148
6871

January 25, 1961

Mr. Vernon Thorpe
Public Works Director
City of Medford
Medford, Oregon

Barnett #2

Dear Mr. Thorpe:

In reference to my January 9 reply to your letter of January 5, I am sending herewith one preliminary copy each of plan sheets 4, 4A and 5 of the 12th Street-North Ashland Interchange Section. These plans are not completed as yet and are subject to some minor revisions although they should be quite adequate for your purposes. These plan sheets cover the area from Barnett Road to a point approximately 1,000 feet to the southeast of Charlotte Anne.

We have considered the further development of Barnett Road between the off ramp at Stewart Avenue and Riverside Avenue and we have the following comments to offer for your consideration. Our traffic analysis indicates that upon completion of the freeway bypassing Medford, Barnett Road will be used by approximately 4,200 vehicles per day. It can be expected that approximately 6,500 vehicles per day will be using Barnett Road in the year 1970. When the traffic count reaches the above-mentioned number, serious consideration should be given at that time to four-laning Barnett Road between the freeway and Riverside Avenue.

When considering the planned development along Barnett Road, it would be advisable for the City to either establish setback lines which would provide sufficient room for the eventual widening of Barnett Road, or to acquire the necessary right of way at this time.

The widening of Barnett Road from the freeway to Riverside Avenue is a City problem and these comments should not be construed as a commitment from the Highway Department to provide financial assistance in the proposal under discussion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

enc.

cc W. C. Williams
Forrest Cooper
Tom Edwards

GKA:jk

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON

January 5, 1961

Mr. Victor D. Wolfe
Administrative Assistant
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Wolfe:

We have been having quite a few accidents at the intersection of South Riverside Avenue and Barnett Road. The accident record will no doubt increase at the time the Rogue Valley Manor is ready for occupancy, approximately February 1.

The major portion of the accidents are rear-end collisions involving vehicles attempting to make a left hand turn from southbound Riverside to Barnett Road. This condition will be increased many fold at the time the Barnett Interchange is completed, but we expect an increase in accidents even before that time.

We would appreciate having the State Highway Department investigate this intersection with the possibility of providing a left turn slot for the left turn traffic from Riverside Avenue to Barnett Road. If this can be provided, we believe that "No Parking" along both sides of Riverside Avenue for the necessary distance can be provided for.

As a matter of information, Barnett Road is scheduled to extend west from Riverside Avenue, crossing the railroad tracks and eventually connecting with South Grape Street and South Holly Street. This will eventually become a one-way couplet.

This construction is scheduled for 1961 or 1962. At that time no doubt, left turn slots should be provided for northbound Riverside Avenue traffic turning to westbound Barnett Road. Traffic signals will no doubt be necessary at that time or at the time that the Barnett Interchange is opened to traffic.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:jlh

7-1108 Dry River Rec. of the Cohree Lyn6
Hwy. T. of Leonard Cre., Inv.,
46872 & Culvert)

RECEIVED
JAN 20 1967
FOR FILING
Z-1108
6812

January 19, 1967

Glen Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6872 awarded to Bend Aggregate & Paving Company, for grading, paving, and culvert on the Dry River Section of the Ochoco Highway in Crook County was completed on October 28, 1966, and accepted by the Highway Commission on January 18, 1967.

Final payment in the amount of $4,777.45 will be released to the contractor after January 26, 1968. The total contract amount is $97,177.73 including $1,567.45 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc Bend Aggregate & Paving Co.
Route 2, Box 66
Bend, Oregon 97701

Lumbermens Ins. Agency
P.O. Box 309
Bend, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 19 1967
FOR FILING

7-1108
6872

January 18, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 28, 1966, on Contract No. 6872. The contract was with Bend Aggregate and Paving Co. and was for grading, paving, and a culvert on the Dry River Section of the Ochoco Highway in Crook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Dry River	WEEK ENDING: Nov. 12, 1966
		SECTION PREFIX: 7-1108
	HIGHWAY: Ochoco	COUNTY: Crook
NAME OF JOB: Dry Rover	KIND OF WORK: Grading, Paving, and Culvert	
CONTRACTOR: Bend Aggregate and Paving Co.	CONTRACT NUMBER: 6872	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 27, 1966	DATE WORK STARTED: July 12, 1966	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 110	CALENDAR DAYS USED 109
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
PROJECT AUTHORIZATION: $108,955.12		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $101,207.20	ENGINEERING AUTHORIZATION $7,747.92	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $198,500.00	ENGINEERING COST TO DATE $6,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: ~~EXCESS~~ UNDERRUN 2.5 %	PERCENT OF AUTHORIZATION 86 %	DATE PROJECT WAS COMPLETED: Oct. 28, 1966

Semifinal submitted 11-10-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.53	0.53		~~0.53~~	0.53
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.53	0.53			0.53
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,445 CY	6870 CY			2000T
TOTAL QUANTITIES CORRECTED TO DATE			9,587	7060			1936
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,587	7060			1936
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			c o m l e t e d				
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond

RECEIVED
NOV 14 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	Field crew establishing R/W monuments.
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate submittdd to Division Office 11-10-66.

Final Report.

SIGNED Charles R. Ross SECTION Bend
for: R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7215

RECEIVED
AUG 24 1966
FOR FILING
7-1108
6872

June 27, 1966

Bend Aggregate and Paving Company
Route 2, Box 66
Bend, Oregon 97701

Gentlemen:

The State Highway Commission on June 16, 1966, accepted your proposal for grading, paving and culvert on the Dry River Section of the Ochoco Highway in Crook County for the sum of $95,549.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6872.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Port and, Oregon

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

RECEIVED MAY 1 1966 D.O.T.

ection DRY RIVER Highway OCHOCO (PAR 5) County CROOK Prefix 7-1472

s. Engr. R. H. Clark Approx. Length 0.4 Miles. Sta. 146+12.44 to Sta. 166+20.18 Date 5-9-66

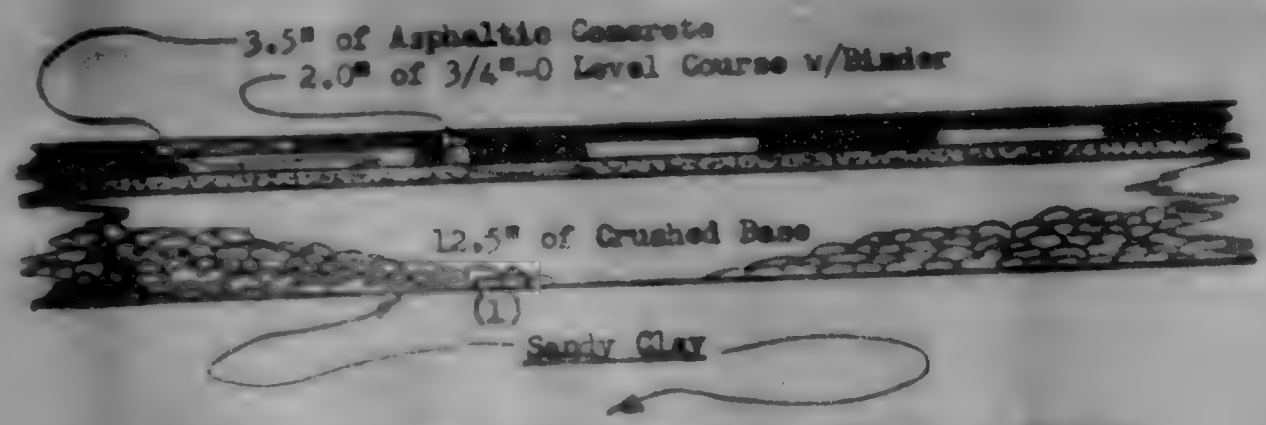
ruck A.D.T. 152 Traffic Coefficient 8.5 18 kip s.a. per day 106.6.

Annual Precipitation 10"± (At Redmond) Frost Penetration 28"-30"±.

1)

Typical Soil

19	LL
2	PI
92	%P 10
62	%P.SC
8	%gravel
5	% Sand
25	% Sand
40	%Silt
22	%Clay
28	[illegible] Value
	[illegible]



CBR Total Req.	Deficit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level
	12.5	12.5	Cr. Base
21.5	21.5	18.0	Dry Rock

6872 2-1472

AASHO CLASSIFICATION:

A-4 (5)

MATERIAL SOURCES:

To be determined by the Engineer.

Should substitutions be made use the "CBR Total Requirement Column" to obtain required total thickness and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (See Standard Specs) (& Supplemental)	=	0.8" Crushed Base

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer Deputy

SECTION: DRY RIVER

HIGHWAY: OCHOCO (FAR 5)

COUNTY: CROOK

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1450 (Total)

B. Future ADT 2600 (Total)

C. Mean ADT $\frac{(A+B)}{2}$ 2025

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 7.5 x (C) 2025 = 152

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 152 x (F) 100 % = 152

TRAFFIC COEFFICIENT = K (T)$^{0.119}$

where K = 4.669

= 8.5

SECTION: DRY RIVER

HIGHWAY: OCHOCO (FAR 5)

COUNTY: CROOK

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a State Construction project.

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APR 28 1966
7-1108
6872

Commissioners
Chairman
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

Routing

Olson
Dacker
Bond
Barbee
Walker
Glenn
Swan

Peace
Morelock
Trout
Scott
Wills
Litchfield
Olson

April 26, 1966

RECEIVED
APR 27 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of March 24, 1966 which enclosed the prospectus for location survey on the following projects:

Dry River Section, Ochoco Highway, Crook County.

Nehalem River (Arcadia) Bridge Section, FAS 612, Columbia County.

NOTED
F. B. KLABOE

Field investigational reports have been received on these projects, and there will be no conflict with wildlife resources. Consequently, the projects are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

4/27/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
J. F. Putnam (2)

fp

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APR 27 1966
OFFICE OF

RECEIVED
APR 11 1966
FOR FILING

7-1108

6872

3-30-66

Prefix No. 7-1472

ADDENDUM "A" TO LOCATION PROSPECTUS
DRY RIVER SECTION
OCHOCO HIGHWAY
CROOK COUNTY

NOTED
R/L POR

This addendum is written to revise and correct the original prospectus on the Dry River Section.

PARAGRAPH 1: Correct as per original prospectus.

PARAGRAPH 2: Delete entire paragraph and replace with the following: "The westerly terminus is at Station 146+12.44, approximately M.P. 6.34, which point is approximately 6.0 miles easterly of the Redmond east city limits. The easterly terminus is at equation Station 166+20.18 - P.T. equals 166+38.58 P.O.T. ahead approximately M.P. 6.73."

PARAGRAPH 3: Change overall length from 1.0 miles to 0.4 mile.

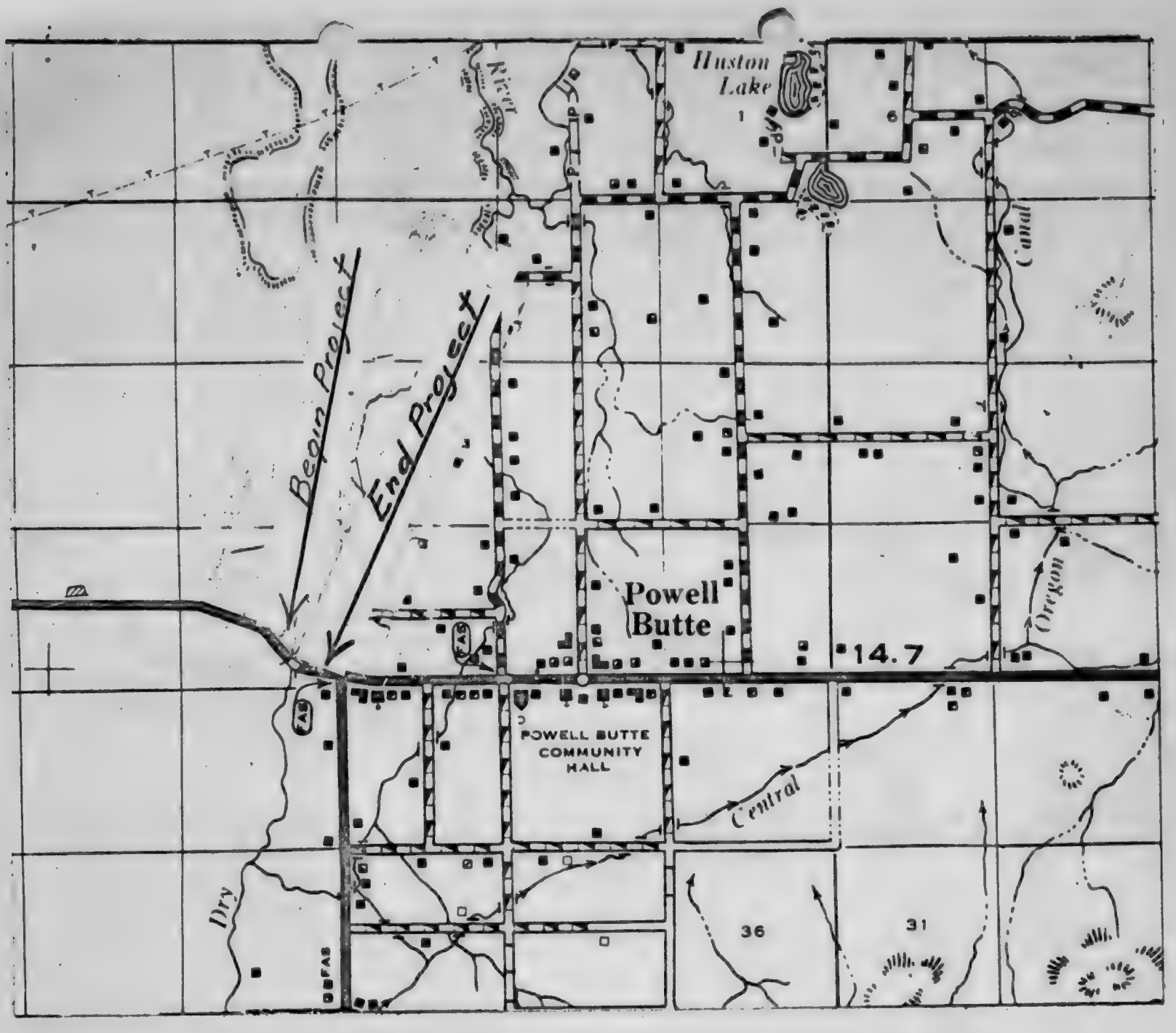
PARAGRAPH 4 THROUGH 15: Correct as per original prospectus.

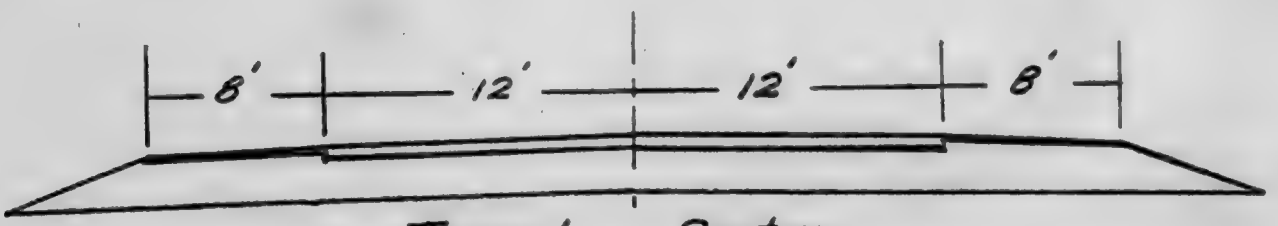
ATTACHMENT: Remove and destroy and replace with attachment from this addendum.

March 30, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER

RECEIVED
OFFICE OF
STATE





Typical Section

Prospectus Map
Dry River Section
Ochoco Highway
Crook County
1966

RECEIVED
APR 5 - 1966
FILING

Form GS-521 (11-63) (Prop. by A.G. 20-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

7-1108
6872

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 29, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Dry River Section
Ochoco Highway

We have received your location prospectus submitted with your March 24, 1966 letter and we concur therein.

NOTED
E. R. MURPHY

REFERRED TO
By Asst. State Hwy. Engr.
4-5-66

NOTED
R. L PORTER

RECEIVED
MAR 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 28 1966
FOR FILING

7-1108
6872

Prefix No. 7-1472

LOCATION PROSPECTUS
DRY RIVER SECTION
OCHOCO HIGHWAY
CROOK COUNTY

HIGHWAY: Ochoco, State Primary No. 41, Federal-aid Primary No. 5.

TERMINI: The westerly terminus is at M.P. 6.0 which point is approximately 5.5 miles easterly of the Redmond east city limits. The easterly terminus is at M.P. 7.0 which point is 0.35 mile westerly of Kissler Road (County)

LENGTH: The total length of the project is 1.0 miles.

NOTED
R. L. PORTER

NARRATIVE: This will be a location survey to prepare plats, specifications and estimates for grading and paving on revised alignment and the replacement of an existing wooden structure. This project will improve both the vertical and horizontal alignment. There are no drainage problems anticipated. Soils investigations will be conducted. An economic analysis is not necessary. This project has been recommended as a Safety Improvement Project.

CHARACTERISTICS: Existing ADT 1,200; projected ADT 2,160.

STANDARDS: Class "B" with maximum curvature of 5 degrees and maximum grade of 5 per cent. Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel ways with 8-foot shoulders.

BRIDGE: There is a timber structure at M.P. 6.52 which will be replaced by a large pipe.

ACCESS: Access control will not change.

BASE DESIGN: The tentative design for construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	12-1/2" Crushed Base
Total Depth	18 "

MATERIAL SOURCE: Investigations for material sources will be made during the time of survey and referenced to the project.

NOTED
FORREST COOPER

UTILITIES: Routine utility adjustments may be required.

ADDITIONAL FACILITIES: None.

AGREEMENTS: None required.

STATE PARKS OR ROADSIDE REST AREAS: None

March 24, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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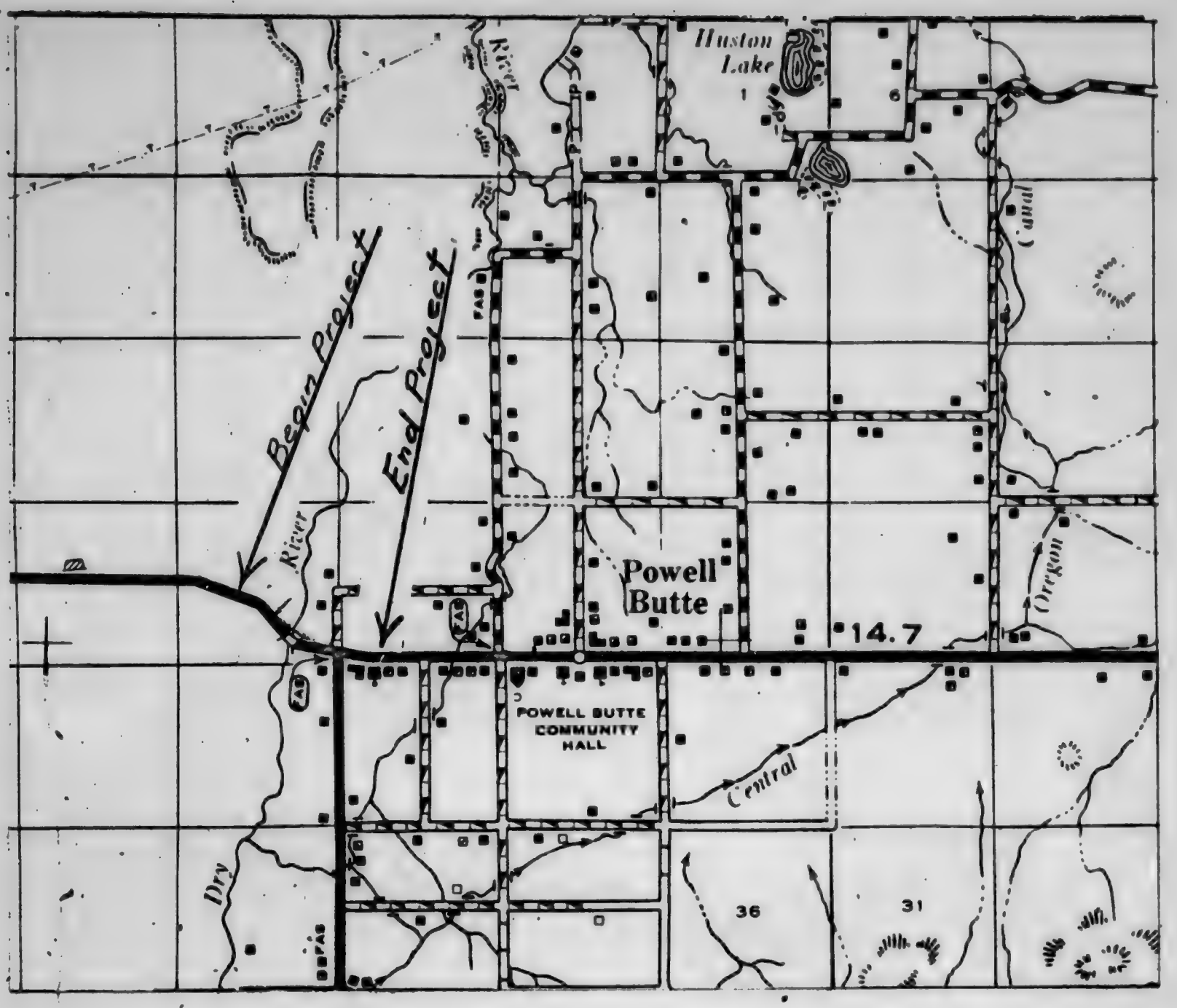
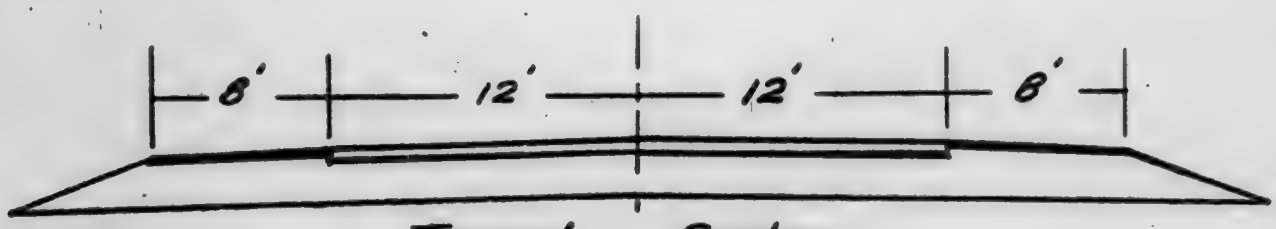
MAR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER





Typical Section

Prospectus Map
Dry River Section
Ochoco Highway
Crook County
1966

FR-172(3) Willowdale Junc.-Antelope Creek Sec., FAS 704 (Grad. stone base & structure) 1966

CtA 3097
CtA 3098
CtA 3453

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97276

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-9-68	CC 1151		533-1091-997

RECEIVED
DEC 10 1968
ENGINEER
COUNTY & CITY DIVISION

- Wasco County Court
- Courthouse
- The Dalles, Oregon 97058

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Ben Kniestedt, Road Supt.			
Final Billing: Willowdale-Antelope Section, FAS 704, ER-17? (3). Covered by agreement dated January 25, 1968.			
County advance Deposit		35,000.00	
Less amount previously transferred		25,000.00	
			10,000.00
County share of construction costs		31,17?.54	
Less amount previously transferred		25,000.00	
			6,17?.54
To be refunded			3,827.46

ACKNOWLEDGMENT OF REQUEST
Cash Received with Request
By _____

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Form A-05—5M—4-66

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Wasco County
c/o County Court
The Dalles, Oregon

This Space for Use of Accounting Division

Date September 19, 1968

~~Invoice No.~~ State Treasurer's

~~P. O. No.~~ Receipt No. 13246

SP*30131-734

Voucher No. Final Project No. BR-172(3)

Reimbursement for cost of repairing County FAS Route #704 damaged in the 1964-65 floods.

County cost as per statement	$59,820.24	
Less ineligible cost deducted by BPR	1,306.08	
Total Participating Cost	$58,514.16	
Federal reimbursement claimed at 63.35%		$37,185.75
State Highway participation at 29.4% of Federal amount		10,932.61
Total County reimbursement		$48,118.36
Less previous amount paid on invoice dated 6-26-68		36,894.30
Balance due County		$11,224.06

9566-597 (64) $8,673.93
533-4790-190 (64) $2,550.13

ORIGINAL SIGNED BY
C. H. MAISON

C. H. Maison, Controller

P. O. BOX 577
PHONE: (503) 296-4656

Wasco County

COUNTY COURT
THE DALLES, OREGON 97058

O. W. Kortge
JUDGE
James A. Underhill
COMMISSIONER
WALTER CARTE
COMMISSIONER

April 29, 1968

Mr. Howard S. Cox
County and City Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed please find the cost summary in regard to the paving on the Lower Antelope Road F. A. S. 704.

Thank you for your help in this matter.

Very truly yours,

WASCO COUNTY ROAD DEPT.

Rex Kniesteadt

Rex Kniesteadt, Supt.

RK/gc

Encl.

RECEIVED
APR 30 1968
ENGINEER
COUNTY & CITY

COST SUMMARY

F. A. Project No. ER 172 (1) County Wasco

FAS Route No. 704 Date 4/68

Warrant or Voucher No.	Brief Description	Costs

PERMANENT WORK:

Paving -

County pay rolls - 9/67 $ 654.94

County Owned Equipment with Operators:

20 Hrs.	20-Ton Lowboy @ $12.00 Hr.	$ 240.00
14 Hrs.	Diesel Lowboy @ $14.00 Hr.	196.00
16½ Hrs.	Flaherty Rock Spreader @ $10.00	165.00
14 Hrs.	Distributor @ $14.00 Hr.	196.00
17 Hrs.	966 Caterpillar @ $20.00	340.00
8 Hrs.	Motor Grader @ $12.00 Hr.	96.00
63 Hrs.	10-12 Yd. Dump Trucks @ $14.00	882.00
47½ Hrs.	Roller @ $8.00 Hr.	380.00

$ 2,495.00

Materials:

23,000 Gal. RS3K Paving Asphalt + Freight $ 3,311.18

~~396 Yds. 1¼" Crushed Rock~~
~~332 Yds. ¾" " "~~
~~300 Yds. ½" - ¾" "~~
~~160 Yds. ½" " "~~
~~194 Yds. ¼ - 10 Crushed Rock~~

1280 Yds. Crushed Rock from stockpiled material produced under a separate ER contract.

1280 Yds. Crushed Rock @ $ 2.50 Yd. ~~$ 3,200.00~~

~~$ 9,661.12~~

6,461.12

RECEIVED
APR 30 1968
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JAN 30 1968
Region 10
FA-172(3)

DEPT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT

(PPM 20-6.1)

es

REGION NO.	REPORT NO.	COUNTY	DIVISION
3	6873 4	Wasco	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1-8-68	Willis Grafe, Area Engr		ER-172(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACTING AGENCY**	**TIME ELAPSED**	**APPROVED EXTENSION(S)**
	4-14-67 (contract)	161 days	None
CONTRACT TIME	**LOCATION**		
135 days	Willowdale Junction - Antelope Creek Section: FAS Route 704 from a junction with U.S. Highway 97 easterly 2.4 miles.		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. For the contract work
A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

WILLOWDALE - ANTELOPE
Grading, Structure, and Oiling

NOTED
F. B. KLABOE

Contract work was completed and accepted by the Highway Department April 14, 1967.

County forces completed oiling in October, 1967 and all work is now completed.

Liquidated damages for 26 days at $100 per day are being assessed against the contractor.

Final contract cost - $152,559.44
Emergency Repairs (Co.) - $53,359.12
CFO #8, Oiling (Est.) - $12,500.00

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

Willis R. Grafe
Area Engineer

Project Accepted 1-8-68
Date

A. W. Parsons
Division Engineer

RECEIVED
JAN 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Morgan
01-22-68

Monthly transaction number 12-43 1-8	FOR (REV. 2-2A 4-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-20-67	County Wasco
Modification number 1		Project number BR-172(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 20, 19 66, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 182,789	$ 236,148
Federal funds	$ 115,985.00	$ 149,834.00
Other revisions		

This modification is made for the following reasons:

Revised estimate based on Wasco County billing.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of December, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klabon

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L.R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. ER-172(3)

HILLSDALE JCT.-ANTELOPE CREEK SECTION

OF FAS ROUTE 704 IN WASCO COUNTY

(Revised estimate as a basis for modification of project agreement. Based on Wasco County Billing.)

Salem, Oregon, November 22, 1967

Type Code P.E.
Preliminary Engineering $ 3,000.00

Type Code 2010
Roadway (M.P. 0.89 to M.P. 1.03)(M.P. 1.57 to M.P. 1.76)(M.P. 1.97 to M.P. 2.46)
(M.P. 2.52 to M.P. 2.82)(M.P. 2.85 to M.P. 3.32)(Contract 6673)

Toe Trench Excavation, Unclassified	2,200 cu.yds.	$ 5.00	$ 11,000.00
Embankment in Place	14,000 cu.yds.	1.00	14,000.00
Finishing Roadbed and Slopes	0.43 mile	1,000.00	430.00
Watering	350 M-gal.	4.00	1,400.00
Preparation of Old Roadbed	1.12 mile	1,500.00	1,680.00
3/4" - 0 Material in Base	2,700 ton	2.85	7,695.00
Stone Base	13,400 ton	2.75	36,850.00
3/4" - 0 Material in Stockpile	150 cu.yds.	3.00	450.00
Oiling Aggregate in Stockpile	1,300 cu.yds.	5.50	7,150.00
Loose Riprap	5,300 cu.yds.	5.00	26,000.00
Guard Rail	440 lin.ft.	3.50	1,540.00
Rail End Pieces	12 only	6.00	72.00
Extra Guard Rail Posts	20 only	10.00	200.00
Extra for Painting Rails	440 lin.ft.	0.25	110.00
			$108,577.00
Flagging (57½ of Contractor's Cost)	All Required		$ 250.00
	Subtotal		$108,827.00
	Engineering & Cont.		10,882.00
	Total		$119,709.00

Type Code X020
Structure No. 9452(Sta. 163+01 to Sta. 163+91)(Contract 6873)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	350 cu.yds.	$ 10.00	3,500.00
Structural Excavation below Elevation shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (281 cu.yds.)	All Required		23,000.00
Metal Reinforcement (62,300 lbs.)	All Required		9,345.00
Metal Handrail	185 lin.ft.	6.00	1,110.00
	Subtotal		$ 43,255.00
	Engineering & Cont.		4,325.00
	Total		$ 47,580.00

Type Code 5231
Flood Repair(M.P. 0.5 to M.P. 10.0)

Temporary		
County Equipment, Labor and Materials	All Required	$ 7,071.28
Negotiated Equipment, Labor Materials	All Required	46,287.84
		$ 53,359.12
Permanent		
Approved County Force Order #8	All Required	12,500.00
	Total	$ 65,859.12
	Grand Total	$236,148.12

Length of Roadway (Contract)	1.573	Miles
Length of Structure (Contract)	0.017	Mile
Temporary Repairs	9.50	Miles (Intermittent)
Total Length	9.50	Miles (Intermittent)

Cost of Roadway Per Mile (Contract) $ 76,102.35

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds	County Funds
Preliminary Engineer	$ 3,000.00	$ 1,902.00	$ 549.00	$ 549.00
Roadway (Contract)	119,709.00	75,955.00	21,877.00	21,877.00
Structure #9452	47,580.00	30,190.00	8,695.00	8,695.00
Temporary and Permanent Repair by County	65,859.12	41,787.00	12,036.06	12,036.06
Total	$236,148.12	$149,834.00	$43,157.06	$43,157.06

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939

Prefix: S33-1492
S33-1098

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
7-92		COUNTY Wasco
PROJECT REPORT NO. 7	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	PROJECT NO. ER-172(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willowdale Jct. - Antelope Creek Section.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING	Initial Auth. Add'l "	12-22-64 5-14-65	9.5
RIGHTS-OF-WAY			
CONSTRUCTION	Initial Auth. Add'l "	12-22-64 5-18-66	3.99
OTHER (Specify)			

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 182,789	$ 115,985.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Kloboe
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L R Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 20 1966

**Temporary and Permanent Work Retained in Authorized Fund Status	$ 70,925.00	$ 45,044.46	$ 12,940.27	$ 12,940.27
Total	$ 253,714.00	$ 161,029.46	$ 46,342.27	$ 46,342.27

State funds for const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State funds for Maint: Chap. 529, Laws 1939.

Prefixes 533-1492
533-1098

*County Forces Order is submitted for the approved amount.

**Includes signing for contract 6873 for $ 275.00

Oregon State Highway Department

Federal Aid
Project No. SR-172(3)

WILLOWDALE JCT. - ANTELOPE CREEK SECTION

OF FAS ROUTE 704 IN WASCO COUNTY

Project Agreement Estimate.

Salem, Oregon, July 11, 1966

Type Code P.E.
Preliminary Engineering $ 3,000.00

Type Code 2010
Roadway (MP 0.89 to MP 1.03)(MP 1.57 to MP 1.76)(MP 1.97 to MP 2.46)(MP 2.52 to MP 2.82)
(MP 2.85 to MP 3.32)(Contract 6873)

Toe Trench Excavation, Unclassified	2,200 cu.yds.	$ 5.00	$ 11,000.00
Embankment in Place	14,000 cu.yds.	1.00	14,000.00
Finishing Roadbed and Slopes	0.43 Mile	1,000.00	430.00
Watering	350 M-Gal.	4.00	1,400.00
Preparation of Old Roadbed	1.12 Mile	1,500.00	1,680.00
3/4"-0 Material in Base	2,700 ton	2.85	7,695.00
Stone Base	13,400 ton	2.75	36,850.00
3/4"-0 Material in Stockpile	150 cu.yd.	3.00	450.00
Oiling aggregate in stockpile	1,300 cu.yd.	5.50	7,150.00
Loose Riprap	5,200 cu.yd.	5.00	26,000.00
Guard Rail	440 lin.ft.	3.50	1,540.00
Rail End Pieces	12 only	6.00	72.00
Extra Guard Rail Posts	20 only	10.00	200.00
Extra for Painting Rails	440 lin.ft.	0.25	110.00
			$108,577.00
Flagging (57½% of Contractors Cost)	All Required		$ 250.00
			$ 250.00
	Subtotal		$108,827.00
	Engineering & Cont.		10,882.00
	Total		$119,709.00

Type Code X020
Structure No. 9452 (Sta. 163+01 to Sta. 163+91)(Contract 6873)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	350 cu.yds.	$ 10.00	3,500.00
Structural Excavation below Elevation Shown	30 cu.yds.	10.00	300.00

Class "A" Concrete (281 cu.yd.)	All Required		$ 23,000.00
Metal Reinforcement (62,300 lbs.)	All Required		9,345.00
Metal Handrail	185 lin.ft.	$ 6.00	1,110.00
	Subtotal		$ 43,255.00
	Engr. & Cont.		4,325.00
	Total		$ 47,580.00

Length of Roadway	1.573 Miles	
Length of Structure	0.017 Mile	
Total	1.590 Miles	
Cost of Roadway Per Mile	$ 76,102.35	

Item Retained in Authorized Fund Status		
Signing (Contract 6873)	All Required	$ 250.00
	Subtotal	$ 250.00
	Engr.	25.00
	Total	$ 275.00

Type Code 2231		
Permanent Flood Repair (2.4 Mile Oiling)		
*Approved County Force Order No. 6	All Required	$ 12,500.00
	Total	12,500.00
	Grand Total	$182,789.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,000.00	$ 1,902.00	$ 549.00	$ 549.00
Roadway (Contract)	119,709.00	75,955.00	21,877.00	21,877.00
Structure #9452	47,580.00	30,190.00	8,695.00	8,695.00
Approved C.F.O. No. 6	12,500.00	7,938.00	2,281.00	2,281.00
Subtotal	$ 182,789.00	$115,985.00	$ 33,402.00	$ 33,402.00

RECEIVED
DEC 20 1967

ER-172(3)
6873

ER 172(3)

December 20, 1967

MISC. CONTRACTS and AGREEMENTS No. 34553

Wasco County Court
Courthouse
The Dalles, Oregon 97058

Attention: H. A. Howard
County Clerk

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the Willowdale Junction-Antelope Creek Section (FAS 704) Project.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Enclosure
cc H. S. Cox
Attn: D.N. Harwell
(conformed copy)

ER
FAS 704
Wasco Co

477 Cottage St. NE. - Salem OR 97301
December 13, 1967

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

08-33-DA

Original signed by
J. H. GIRVIN

A. W. Parsons, Division Engineer, by J. H. Girvin, Acting District Engineer
Salem, Oregon

Oregon Project ER-172(3)
Willowdale Junction - Antelope Creek Section
FAS 704, Wasco County
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's November 22, 1967 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 9.5 miles of roadway and bridges at a total estimated negotiated contract amount of $46,287.84 and County Force Account work amount of $7,071.28. Estimated emergency fund participation is to be at the regular pro rata share, or $33,856.00.

A finding regarding nonincidental permanent repairs on the project by County forces (CFO #8) was previously transmitted on June 8, 1966. We concurred in the contract award for $151,832.00 on July 5, 1966.

Enclosures
Plans
Project Agreement Estimate

RECEIVED
DEC 14 1967
ENGINEER
COUNTY & CITY DIVISION

FAS 704, Wasco 6
ER

Oregon State Highway Department

Federal-Aid
Project No. ER-172(3)

KILLOWDALE JCT.--ANTELOPE CREEK SECTION

OF FAS ROUTE 704 IN WASCO COUNTY

(Revised estimate as a basis for modification of project agreement. Based on Wasco County Billing.)

Salem, Oregon, November 22, 1967

Type Code P.E.
Preliminary Engineering $ 3,000.00

Type Code 2010
Roadway (M.P. 0.82 to M.P. 1.03)(M.P. 1.57 to M.P. 1.76)(M.P. 1.97 to M.P. 2.46)
(M.P. 2.52 to M.P. 2.82)(M.P. 2.85 to M.P. 3.32)(Contract 6873)

Toe Trench Excavation, Unclassified	2,200 cu.yds.	$ 5.00	$ 11,000.00
Embankment in Place	14,000 cu.yds.	1.00	14,000.00
Finishing Roadbed and Slopes	0.43 mile	1,000.00	430.00
Watering	350 M-gal.	4.00	1,400.00
Preparation of Old Roadbed	1.12 mile	1,500.00	1,680.00
3/4" - 0 Material in Base	2,700 ton	2.85	7,695.00
Stone Base	13,400 ton	2.75	36,850.00
3/4" - 0 Material in Stockpile	150 cu.yds.	3.00	450.00
Oiling Aggregate in Stockpile	1,300 cu.yds.	5.50	7,150.00
Loose Riprap	5,300 cu.yds.	5.00	26,000.00
Guard Rail	440 lin.ft.	3.50	1,540.00
Rail End Pieces	12 only	6.00	72.00
Extra Guard Rail Posts	20 only	10.00	200.00
Extra for Painting Rails	440 lin.ft.	0.25	110.00
			$108,577.00
Flagging (57½% of Contractor's Cost)	All Required		$ 250.00
	Subtotal		$108,827.00
	Engineering & Cont.		10,882.00
	Total		$119,709.00

RECEIVED
NOV 27 1967
ENGINEER
COUNTY & CITY DIVISION

FAS 704, Wasco Co
ER

Type Code X020
Structure No. 9452(Sta. 163 01 to Sta. 163 91)(Contract 6873)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	350 cu.yds.	$ 10.00	3,500.00
Structural Excavation below Elevation shown,	30 cu.yds.	10.00	300.00
Class "A" Concrete (281 cu.yds.)	All Required		23,000.00
Metal Reinforcement (62,300 lbs.)	All Required		9,345.00
Metal Handrail	185 lin.ft.	6.00	1,110.00
	Subtotal		$ 43,255.00
	Engineering & Cont.		4,325.00
	Total		$ 47,580.00

Type Code 5231
Flood Repair(M.P. 0.5 to M.P. 10.0)

Temporary		
County Equipment, Labor and Materials	All Required	$ 7,071.28
Negotiated Equipment, Labor Materials	All Required	46,287.84
		$ 53,359.12
Permanent		
Approved County Force Order #8	All Required	12,500.00
	Total	$ 65,859.12
	Grand Total	$236,148.12

Length of Roadway (Contract)	1.573	Miles
Length of Structure (Contract)	0.017	Mile
Temporary Repairs	9.50	Miles (Intermittent)
Total Length	9.50	Miles (Intermittent)
Cost of Roadway Per Mile (Contract)	$ 76,102.35	

RECEIVED
NOV 27 1967
ENGINEER
COUNTY & CITY DIVISION

FAS 704
Wasco Co
ER

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds	County Funds
Preliminary Engineer	$ 3,000.00	$ 1,902.00	$ 549.00	$ 549.00
Roadway (Contract)	119,709.00	75,955.00	21,877.00	21,877.00
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Total	$236,148.12	$149,834.00	$43,157.06	$43,157.06

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939

Prefix: 533-1492
533-1098

RECEIVED
NOV 27 1967
ENGINEER
COUNTY & CITY DIVISION

FAS 704
ER-172(3)
Wasco Co.

OREGON STATE HIGHWAY DEPARTMENT

TO: Mr J.E. Morelock

SUBJECT: FAS 704 ER 172(3)
R/w Descriptions — Willowdale-Antelope Sec.

FROM: Harold Reynoldson
County - City Div.

DATE: June 1, 1967

The survey data for preparing R/w descriptions on the subject project has been examined and is herewith returned to your office.

Mr. Lowell Stratton (resident eng'r) was in this office this morning and informed us that the county had requested that these descriptions be rushed thru. The county has a verbal agreement with the farmers along the route for the R/ws. Now the farmers are getting a little edgy and uneasy about the agreement and the county fears they may back out if the county does not complete the transaction soon.

Harold Reynoldson
(SIGNATURE)

PLEASE REPLY HERE

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. D. Arensmeier

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NOS. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

2

FAS 704
ER-172(3)
Wasco Co.

OREGON STATE HIGHWAY DEPARTMENT

TO: Mr J.E. Morelock

SUBJECT: FAS 704 ER 172(3)
R/w Descriptions — Willowdale - Antelope Sec.

FROM: Harold Reynoldson
County - City Div.

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Harold Reynoldson
(SIGNATURE)

PLEASE REPLY HERE

NO
H.S.CO.

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Aeussmeier

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

2

NARRATIVE REPORT OF SURVEY

Willowdale-Antelope Cr. Section
FAS 704
Wasco County
Prefix: 533-1403
Lowell M. Stratton, Res. Eng'r. May 25, 1967

This survey was to re-establish the centerline of the existing roadway as it was rebuilt after the 1964 flood, and to determine right of way widths needed.

The centerline was run and Wasco County engineering crew determined the proposed right of way widths as shown on the map.

Part of the right of way has been monumented with iron pins. Wasco County Engineer has agreed to place the rest of the right of way pins, after they have closed the right of way agreements with the property owners.

Wasco County wants the right of way descriptions prepared by the Highway Department and would like them as soon as possible. As the County has some fencing to do to finish their agreements with the property owner.

Lowell M. Stratton
Resident Engineer

LMS/alb

RIGHT OF WAY REPORT

Willowdale-Antelope Cr. Section
FAS 704
Wasco County
Prefix: 533-1403
Lowell M. Stratton, Res. Eng'r. May 25, 1967

On the left Right of Way begins 100 feet left and right angles to Station 46+26.80; Station 46+26.80 to Station 47+50 taper to 40 feet; Station 47+50 to Station 58+24.21 40 feet; Station 58+24.21 to Station 59+89.03 taper to 30 feet; Station 59+89.03 to Station 112+00 30 feet; Station 112+00 to Station 113+00 taper to 40 feet; Station 113+00 to Station 118+92.88 40 feet; Station 118+92.88 to Station 139+02.62 60 feet; Station 139+02.62 to Station 140+00 taper to 40 feet; Station 140+00 to Station 152+32.52 40 feet; Station 152+32.52 to Station 167+13.09 60 feet; Station 167+13.99 to Equation Station 167+61.29 P.O.T. Bk. = 168+99.26 P.C.T. Ah. taper to 50 feet; Station 168+99.26 to Station 172+00 50 feet; Station 172+00 to Station 173+36.76 taper to 100 feet; Station 173+36.76 to Station 176+34.49 100 feet; Station 176+34.49 to Station 177+46.78 taper to 30 feet; Station 177+46.78 to Station 184+50 30 feet; Station 184+50 to Station 184+58.74 taper to 100 feet; Station 184+58.74 to Station 189+35.82 100 feet; Station 189+35.82 to Station 194+71.91 taper to 30 feet; Station 194+71.91 to Station 204+25.90 30 feet.

On the right Right of Way begins 30 feet right and right angles to Station 43+73.83; Station 43+73.83 to Station 45+00 straight line taper to 45 feet; Station 45+00 to Station 46+26.80 straight line taper to 35 feet; Station 46+26.80 to Station 47+50 35 feet; Station 47+50 to Station 52+50 taper to 40 feet; Station 52+50 to Station 54+83.73 taper to 60 feet; Station 54+83.73 to Station 58+24.21 60 feet; Station 58+24.21 to Station 59+89.03 taper to 50 feet; Station 59+89.03 to Station 69+86.52 50 feet; Station 69+86.52 to Station 74+09.26 30 feet; Station 74+09.26 to Station 101+96.25 40 feet; Station 101+96.25 to Station 102+34.56 taper to 65 feet; Station 102+34.56 to Station 118+92.88 65 feet; Station 118+92.88 to Station 128+00 100 feet; Station 128+00 to Station 130+00 taper to 40 feet; Station 130+00 to Station 172+00 40 feet; Station 172+00 to Station 173+36.76 taper to 35 feet; Station 173+36.76 to Station 176+34.49 35 feet; Station 176+34.49 to Station 177+46.78 taper to 30 feet; Station 177+46.78 to Station 184+50 30 feet; Station 184+50 to Station 184+58.74 taper to 50 feet; Station 184+58.74 to Station 189+35.82 50 feet; Station 189+35.82 to Station 194+71.91 taper to 30 feet; Station 194+71.91 to Station 204+25.90 30 feet.

Lowell M. Stratton
Resident Engineer

alb

by Arnold L. Bice

RECEIVED
APR 18 1967

ER-172 (3)
6873

April 17, 1967

General Insurance Company
of America
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6873 awarded to R. L. Coats for grading, stone base and structure on the Willowdale Junction-Antelope Creek Section of FAS 704 in Wasco County was completed on December 30, 1966, and accepted by the Highway Commission on April 14, 1967.

Final payment in the amount of $8061.25 will be released to the contractor after April 24, 1967. The total contract amount is $152,632.78 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
APR 17 1967
FOR FILE ER 122 (3)
6873

April 14, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 30, 1966, on Contract No. 6873. The contract was with R. L. Coats and was for the grading, stone base, and structure on the Willowdale Junction-Antelope Creek Section of FAS704 in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 14, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

srb jw

P. O. BOX 577
PHONE: (503) 296-4656

Wasco County

COUNTY COURT
THE DALLES, OREGON 97058

JAMES A. HUNT
JUDGE

O. W. KORTGE
COMMISSIONER

WALTER CARTE
COMMISSIONER

December 28, 1966

Mr. Lowell Stratton
Resident Engineer
Oregon State Highway Dept.
The Dalles, Oregon 97058

Dear Mr. Stratton:

In regard to the F.A.S. 704 Willowdale - Antelope Section Project, the Wasco County Court and Road Superintendent has inspected this project and find it to be acceptable to the County.

Very truly yours,

WASCO COUNTY COURT

James A. Hunt
County Judge

JAH/gc

RECEIVED
DEC 29 1966
LOWELL M. STRATTON

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willowdale Jct.- Antelope Cr.		WEEK ENDING: January 20, 1967
		SECTION PREFIX: 533-1098
HIGHWAY: FAS 704		COUNTY: Wasco
NAME OF JOB: Willowdale Jct. - Antelope Cr.	KIND OF WORK: Grading, Stone Base & Structure	
CONTRACTOR: R.L. Coats	CONTRACT NUMBER: 6873	FEDERAL AID PROJECT NUMBER: ER-172(3)
DATE OF CONTRACT: July 5, 1966	DATE WORK STARTED: August 9, 1966	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 135	CALENDAR DAYS USED 161
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 119
PROJECT AUTHORIZATION: $ 171,173.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Completed
EXCLUSIVE OF ENGINEERING: $ 159,186.94	ENGINEERING AUTHORIZATION $ 12,186.56	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 154,763.13	ENGINEERING COST TO DATE $ 16,758	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Completed
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3 %	PERCENT OF AUTHORIZATION 138%	DATE PROJECT WAS COMPLETED: December 30, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100		100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.43	1.41			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	21,400 cy	16,100 ton	1,293 cy		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	24,491	15,292	1,593		
TOTAL QUANTITIES CORRECTED TO DATE	24,491	15,292	1,593		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9452							
PERCENT	100							

	WEATHER	~~WORK~~ Calender DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Pt. Cloudy			
THURSDAY	Pt. Cldy.-Shwrs.			
FRIDAY	Pt. Cldy.-Shwrs.			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate ready to submit.

FINAL REPORT

SIGNED Lindell M. Stratton LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

P. O. BOX 577
PHONE: (503) 296-4656

Wasco County

COUNTY COURT
THE DALLES, OREGON 97058

JAMES A. HUNT
JUDGE

C. V. KORTGE
COMMISSIONER

WALTER CARTE
COMMISSIONER

January 16, 1967

Mr. Howard S. Cox, Engr.
City and County Division
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed is Wasco County's summary of costs incurred on the F.A.S. System on the following roads:

FAS 309	FAS 704
FAS 312	FAS 706
FAS 365	FAS 707
FAS 369	FAS 708

Thank you for your consideration in this matter.

Very truly yours,

WASCO COUNTY ROAD DEPARTMENT

Rex Kniesteadt

Rex Kniesteadt, Supt.

RK/gc

Encl.

RECEIVED
JAN 17 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
JAN 17 1967
ENGINEER
COUNTY & CITY DIVISION

COST SUMMARY

F. A. Project No. ~~FR 172(4)~~ County WASCO

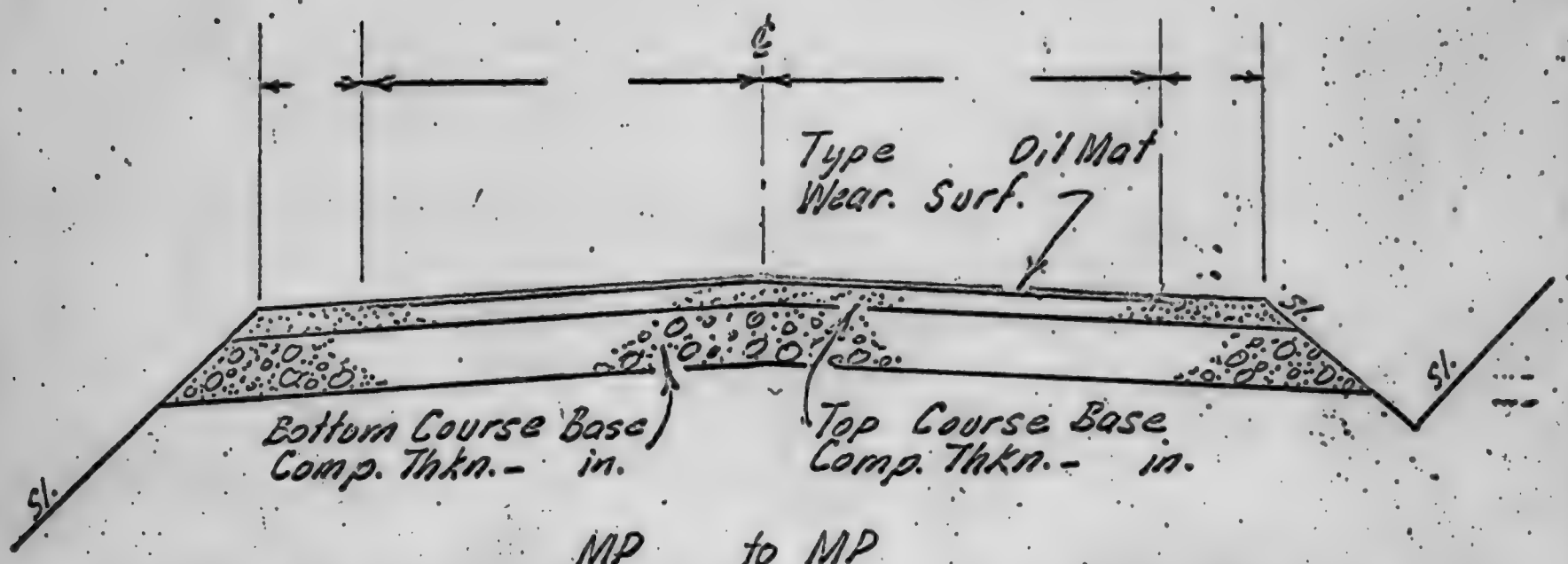
FAS Route No. 7[illegible] Date 11/65

LOWER [illegible] ROAD

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
	County payrolls	823.28
	County Equipment Rental	1,354.80
	Crushed rock from County stockpile	
	162 Yds. Pit Run @ 5¢ Yd.	8.10
	CMP, from County stockpile	
	Contractors	589.80
	County Force Order No. (Cody) Begin End	45,698.04 ✓
	County payroll	1,853.51
	County Equipment Rental	2,672.41
	Other Materials	14.53
	500 Gal. Oil @ 14¢	70.00
	Crushed Rock	
	91½ Yds. Crushed @ $ 2.50 Yd.	228.75
	918 Yds. Pit Run @ 5¢ Yd.	45.90
	~~Subtotal, Permanent Work~~	~~50,583.14~~
	TOTAL, ENTIRE ROUTE.....	53,359.12

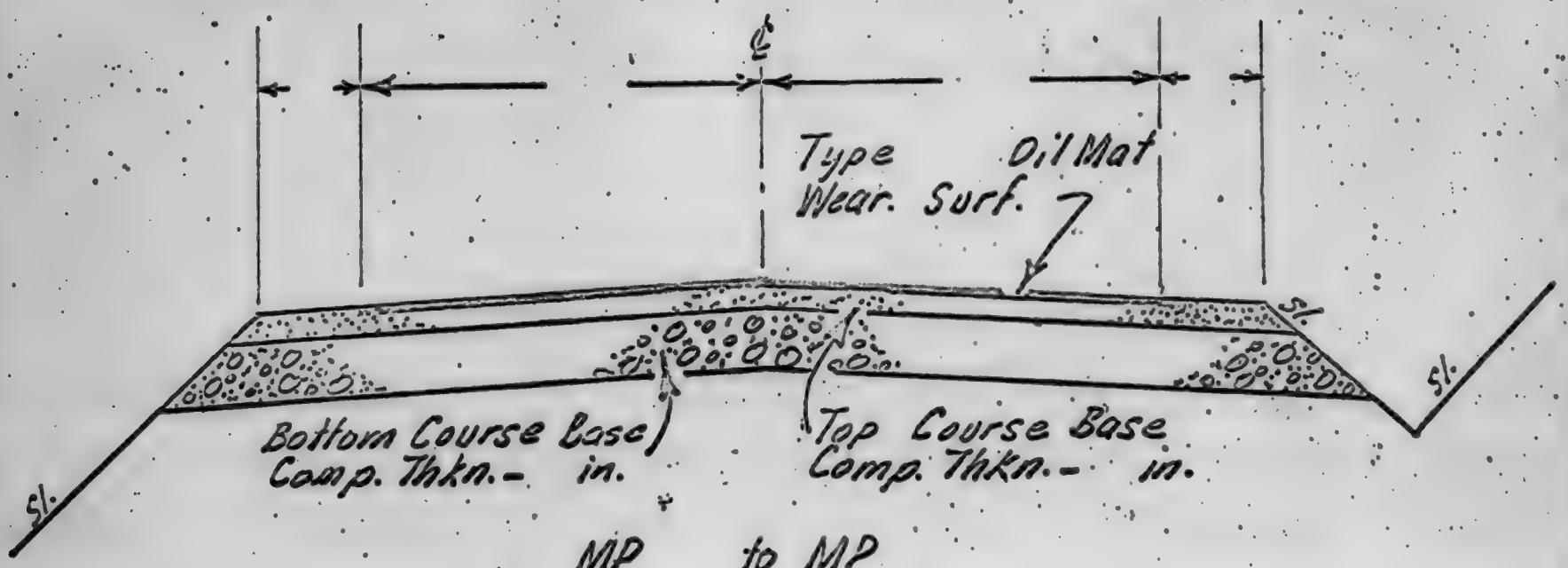
project

Wasco COUNTY
FAS 204
ER 122 (1)
TYPICAL SECTIONS



MP to MP

Description of Work: Wasco County accomplished extensive road grade reconstruction and temporary bridge construction to permit traffic. State contract covers primary permenent work. Completion Date: 1-66



MP to MP

Description of Work: _____

RECEIVED
JAN 16 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-172(3)

6873

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 30, 1966, on Contract No. 6873, Willow Jct.-Antelope Creek Section, in Wasco County, in connection with Federal-Aid Project No. ER-172(3).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

NOTED
F. B. KLABOE

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 12-30-66

Conditions noted on above date:

None

Young
1-16-67

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

to: Forrest Cooper
Vince Gallagher

RECEIVED
JAN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1966
FOR FILING
EK-172 (3)
6873

July 5, 1966

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon

Dear Mr. Coats:

The State Highway Commission on June 16 accepted your proposal for grading, stone base and structure on the Willowdale Junction-Antelope Creek Section of FAS 704, south of Maupin, in Wasco County for the sum of $[illegible]1,832.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6873.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
C. D. Matthie (AIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

DIVISION FILE COPY

Oregon State Highway Department

Federal Aid
Proj...t No. ER-172(3)

WILLOWDALE JCT. - [illegible] CREEK SECTION

OF FAS ROUTE 7[illegible] IN LINCOLN COUNTY

Project Agreement Estimate. Salem, Oregon, July 11, 1966

Type Code P.E.
Preliminary Engineering $ 3,000.00

Type Code 2010
Roadway (MP 0.89 to MP 1.03)(MP 1.57 t[illegible]1.76)(MP 1.97 to MP 2.46)(MP 2.52 to MP 2.62)
(MP 2.85 to MP 3.32)(Contract [illegible])

Toe Trench Excavation, Unclassified	2,200 cu.yds.	$ 5.00	$ 11,000.00
Embankment in Place	14,000 cu.yds.	1.00	14,000.00
Finishing Roadbed and Slopes	0.43 Mile	1,000.00	430.00
Watering	[illegible] M-Gal.	4.00	1,400.00
Preparation of Old Roadbed	1.12 Mile	1,500.00	1,600.00
3/4"-0 Material in Base	[illegible] ton	2.85	7,695.00
Stone Base	13,400 ton	2.75	36,850.00
3/4"-0 Material in Stockpile	[illegible] cu.yd.	3.00	450.00
Oiling aggregate in stockpile	1,300 cu.yd.	5.50	7,150.00
Loose Riprap	5,200 cu.yd.	5.00	26,000.00
Guard Rail	440 lin.ft.	3.50	1,540.00
Rail End Pieces	12 only	6.00	72.00
Extra Guard Rail Posts	20 only	10.00	200.00
Extra for Painting Rails	440 lin.ft.	0.25	110.00
			$106,577.00
Flagging (57½% of Contractors Cost)	All Required		$ 250.00
			$ 250.00
	Subtotal		$106,827.00
	Engineering & Cont.		10,682.00
	Total		$119,709.00

Type Code 7020
Structure No. 9452 (Sta. 163+01 to Sta. [illegible])(Contract 6973)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	350 cu.yds.	$ 10.00	3,500.00
Structural Excavation below Elevation Shown	30 cu.yds.	10.00	300.00

Class "A" Concrete (281 cu.yd.)	All Required		$ 23,000.00
Metal Reinforcement (62,300 lbs.)	All Required		9,345.00
Metal Handrail	185 lin.ft.	$ 6.00	1,110.00
	Subtotal		$ 43,255.00
	Engr. & Cont.		4,325.00
	Total		$ 47,500.00

Length of Roadway	1.573 Miles	
Length of Structure	0.017 Mile	
Total	1.590 Miles	
Cost of Roadway Per Mile	$ 76,102.35	

Item Retained in Authorized Fund Status		
Signing (Contract 6873)	All Required	$ 250.00
	Subtotal	$ 250.00
	Engr.	25.00
	Total	$ 275.00

Type Code 5231			
Permanent Flood Repair (2.4 Mile Oil[illegible])			
*Approved County Force Order No. 8	1 Required		$ 12,500.00
	Total		12,500.00
	Grand Total		$162,709.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,000.00	$ 1,902.00	$ 549.00	$ 549.00
Roadway (Contract)	119,709.00	75,955.00	21,877.00	21,877.00
Structure #9452	47,500.00	30,190.00	8,695.00	8,695.00
Approved C.F.O. No. 8	12,500.00	7,933.00	2,281.00	2,281.00
Subtotal	$ 182,709.00	$115,985.00	$ 33,402.00	$ 33,402.00

63.46

Temporary and Permanent Work Retained in Authorized Fund Status	$ 70,9[illegible]	$ 45,044.46	$ 12,940.27	$ 12,940.27
Total	$ 253,7[illegible]	$ 161,029.46	$ 46,342.27	$ 46,342.27

State funds for const: Chap. 175, [illegible]7; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State funds for Maint: Chap. 529, Laws 1939.

Prefixes 533-1492
533-1093

*County Force Order in submitted for [illegible]roved amount.

**Includes signing for contract 6373 in[illegible]275.00

OREGON STATE HIGHWAY DEPARTMENT

FORM A-100 (9-64)

...IGHWAY DEPARTMENT INVOICE

NO. 88372

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-22-66	CC 1028		533-[illegible]-257

•
• Yamhill County
•
•
Attn: Yamhill County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			
Partial transfer of advance deposit for the Willowdale-Antelope Section of FAS 70h, Covered by agreement dated January 25, 1966.			35,000.00
			25,000.00
To be retained			10,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
B. H. [illegible]

RECEIVED
JUL 13 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

RECEIVED
JUL 14 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-172 (3)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 11, 1966

In reply refer to: 08-35-EC

SUBJECT: Oregon Project ER-172(3)
Willowdale Junction - Antelope Creek Section
Grading, Stone Base and Structure

As requested in Mr. Young's letter of July 8, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of July 5, 1966 in the award of Contract No. 6873 to R. L. Coats of Bend, Oregon, low bidder in the amount of $151,832.00 at the June 9, 1966 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
7-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 8 1966
FOR FILING

EK-172(3)
6873

July 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 23, 1966, is requested in the award of contract for the Hillsdale Jct. - Antelope Creek Section, Project No. EB-172(3).

The contractor receiving the award is R. L. Coats of Bend in the amount of $151,832.00 with the contract No. 6873 assigned. This bid was received June 9, 1966, and awarded July 5, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:el

ER [illegible]-704

NOTED
R. H. PRANGE

NOTED
H. S. COX

June 21, 1966

Wasco County Court
Courthouse
The Dalles, Oregon

NOTED
P. B. Anderson

Gentlemen:

On June 9, a bid was received from the R. L. Coats Co. of Bend for construction the Willowdale Junction-Antelope Creek Section of FAS 704. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$152,332.00
Flagging	250.00
Signing	250.00
12½% Engineering and Contingencies	19,166.50
ESTIMATED TOTAL COST.....	$172,498.50

County Advance Deposit:
20% of $172,498.50 = $34,499.70 or say $35,000.00

Please make this advance deposit in the amount of $35,000.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Verne R. Jones
Planning Engineer

VRJ:mr

NOTED
V. R. JONES

NOTED
DON HARWELL

RECEIVED
JUN 14 1966
FOR FILING
EA-172(3)

June 13, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the Willowdale Junction-Antelope Creek Section, Project No. EA-172(3).

R. L. Coats of Bend submitted the low bid of $151,832.00 which is $31,362.00 (26.1%) over the engineer's estimate of $118,470.00. Two other bids were received in the amounts of $155,796.00 and $170,966.00.

The work involved in this project consists of Grading and Stone Base, and a Structure 90' in length. We have talked to the contractor to obtain information as to construction difficulties anticipated which we may not have realized. Mr. Coats informed us that on the Toe Trench Excavation, the method of removal would be with a backhoe of considerable capacity as some large boulders must be removed. These large boulders would have to be hauled away as they were too large to be incorporated in the fills. He felt the $5.00 unit price was not out of line. The State had planned that at least most of the excavation could be accomplished with a dozer.

Mr. Coats stated he had received two subcontractor's bids to furnish Stone Base Material; the lowest was $2.75 per ton, and that he planned to issue a subcontract for that price. Small crushing operations seem to be scarce within the State at this time; therefore, we feel the $.85 per ton over our estimate is explainable. We have also had difficulty getting bids on our rock production contracts in the recent past.

Our estimate for 'Loose Riprap' was $4.00, and the bid was $5.00. This is an extremely difficult item to estimate as we have had seven projects since January with a bid price variance of $3.00 to $1.00 per cubic yard. The one dollar difference makes up $5,200.00 of the amount the bid was over our estimate. We feel the bid amount is reasonable.

The remaining item which overran considerably is the 90' structure. Our revised estimate was $38,676.00 and the bid was $43,295.00. The original R&B estimate we submitted for the structure was $50,432.00. The original estimate was considered too high by the Bureau representative so we were asked to revise our estimate and keep in mind the suggested amount of $40,000.00, including the 10% engineering for the structure. When the estimate was reduced, we realized we would be very fortunate to receive a bid of this minimal amount.

In view of the above comments, we feel it is in the public interest to award the contract to the low bidder as any further delay will jeopardize the possibility of getting the project completed this construction season. Also, we could only interest three contractors to bid on this project and we see no prospect to do better by re-advertising for new bids with more favorable prices.

Using the cost figures we now have from the County for the temporary work and this contract amount, the project can be financed within the amount now programmed.

Attached are two copies of our bid tabulation for this project.

We sincerely request the Bureau of Public Roads' concurrence in the award of this project.

Very truly yours,

Fermont Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ak
cc: P. D. Klaboe
P. D. Morgan
I. D. Hurchant
M. H. Juve
R. H. Chase

RECEIVED
JUN 13 1966
FOR FILING

EK-172 (3)

6873

MISC. CONTRACTS and
AGREEMENTS No. 3098

June 10, 1966

Wasco County Court
Courthouse
The Dalles, Oregon

Gentlemen:

We are enclosing for your records a copy of a Finance Construction Agreement covering the Willowdale Junction-Antelope Section of the Lower Antelope Road, FAS 704 in Wasco County.

The only fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
JUN 13 1966
FOR FILING
ER-172(3)
6873

June 10, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3097

Wasco County Court
Courthouse
The Dalles, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance Construction Agreement covering Willowdale Junction-Antelope section of the Lower Antelope Road in Wasco County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn; Don Harwell
(Conformed Copy)

RECEIVED
JUN 15 1966
FOR FILING

Form CD-121 (11-63) (Prescribed by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

ER-172(3)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

6873

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 8, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-172(3)
Lower Antelope Highway, FAS 704
County Force Order No. 8

Mr. Young's letter of May 17, 1966 furnished copies of the subject County Force Order covering the construction of 1.8 miles of 0-11 and 0.6 mile of 0-9 oil mat wearing surface at intermittent locations on the subject ER project. This letter confirms our May 12, 1966 tentative oral advance approval of the proposed work.

We have approved the use of County force account procedures in accordance with PPM 21-6-2 by use of labor, materials and equipment furnished by the County and under their direct control for the reasons outlined in Mr. Young's letter.

Federal participation will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though County force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest such action does not waive other policy or procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. It may be necessary to provide justification for a new finding in the public interest if equipment rental or material purchases becomes necessary.

REFERRED TO
Young w/encl.
BY ASST. STATE HWY. ENGR.
6-14-66

RECEIVED
JUN 13 1966
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 8

F. A. Project No. ER-172(3) Date April 20, 1966

Highway Lower Antelope, FAS 704

County Wasco Prefix _____ Account No. _____

Description of Work To Be Done:

Construct 1.8 miles 0-11 oil mat wearing surface.
" 0.6 miles 0-9 " " " "

Aggregates to be hauled and placed from stockpiled material produced under a separate ER contract.

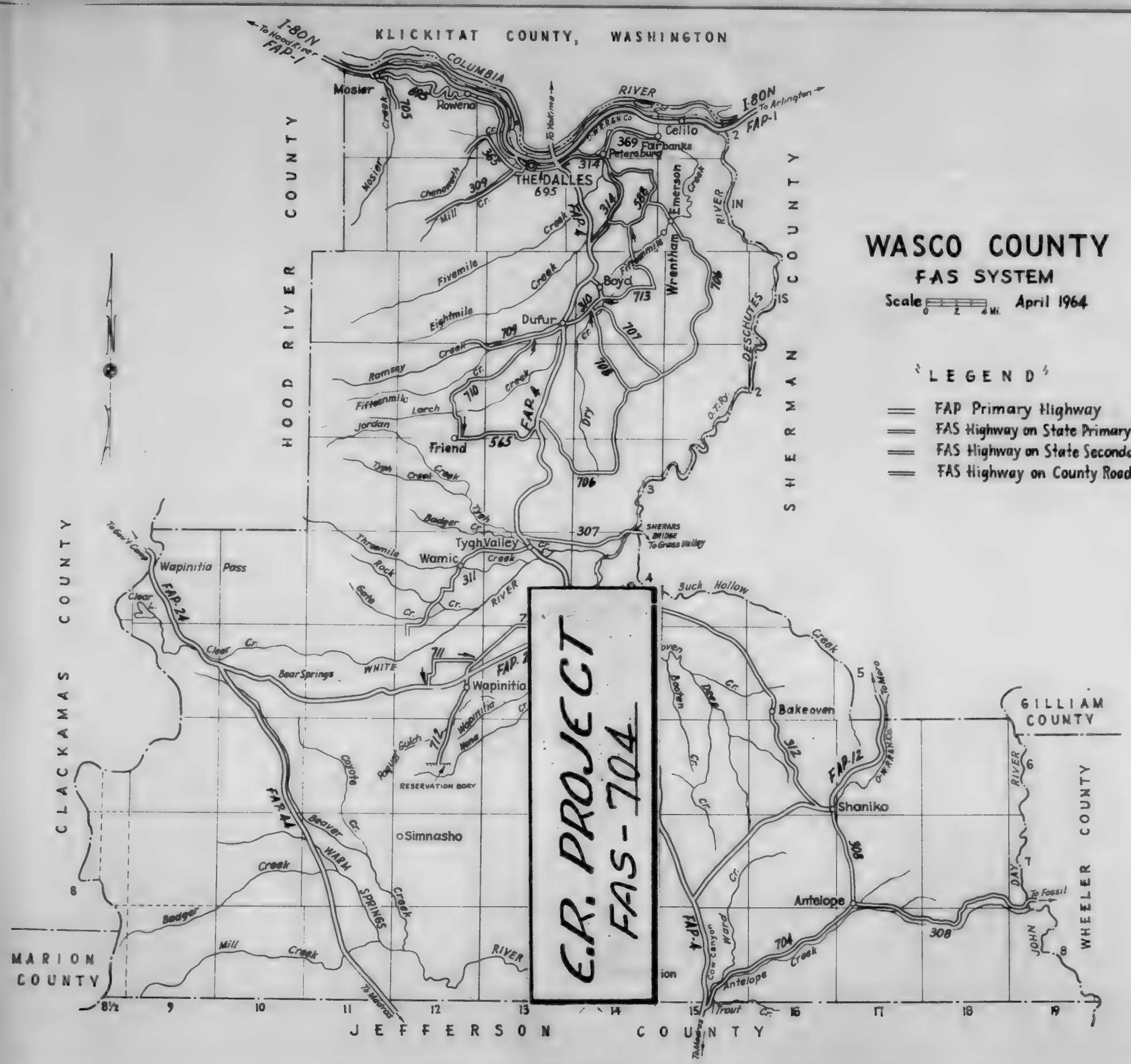
Estimate of Quantities and Costs:

Labor	$ 3,700.00
Equipment	3,000.00
Materials	5,800.00
	$12,500.00

Explanation:

This short section of work can be constructed more economically by county forces due to lower move-in costs in an isolated area.

Submitted by: Clifford D Leyde Approved: H. S. Coe by [illegible]



WASCO COUNTY

FAS SYSTEM

Scale 0 2 4 Mi. April 1964

LEGEND

- FAP Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

RECEIVED
MAY 31 1966

Form CD-121 (11-63) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 18, 1966

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-172(3)
Willowdale Jct.-Antelope Creek Section
Grading, stone base and structure

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's May 10, 1966 reports.

You are authorized to proceed with the contractor's flagging included in your estimate for $250.00.

Mr. Young's May 16, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

REFERRED TO
Young & Wheed.
By Asst. State Hwy. Engr.
5-31-66

NOTED
F. B. KLABOE

Attachment

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

May 11, 1966
(date)

NOTED
H. S. COX

Wasco County Court
Courthouse
The Dalles, Oregon

NOTED
P & [illegible]

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON [illegible] WELL

Highway FAS 704

Section Willowdale Junction-Antelope Creek: ER-172(3) Base, Oil, & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
MAY 1[illegible]
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

May 12, 1966
(date)

By James A. Johnston

By _____
Commissioner

By Walter Carte
Commissioner

NOTED
RICHARD UNREIN

Copy to L H Young
attention: N. Kidinger

RECEIVED
APR 26 1966
FOR FILING

Form CO-121 (11-63) (Proc. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: April 20, 1966

In reply refer to: 08-35.EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec
Assistant Division Engineer

SUBJECT: Oregon Emergency Program
Floods of December 1964 & January 1965

Mr. Young's March 16 letter submitted revised PR-1 forms dated March 14, 1966 for the below shown project. Our Washington office has reviewed and approved this project effective April 15, 1966:

Item	Project	Location	Work
191	ER-172(3)	Willowdale-Antelope Rd.	P.E., Gr., Repair 1 str. & Constr. 1 str.

This project shall be governed by PPM 23-1.

Our Washington office has waived the requirement of concurrent or subsequent preliminary engineering authorization and allowed retroactive preliminary engineering to May 14, 1965. You are therefore authorized to proceed with preliminary engineering effective May 14, 1965.

Our final determination of eligibility of the work will be made prior to our P.S. & E. authorization, in accordance with paragraph 10e of PPM 23-1.

This approval provides for a total estimated cost of $236,000 of which $149,741 is reserved as Federal-aid Emergency funds.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
4-26-66

RECEIVED
APR 27 1966

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO. NP-4-1-08

DATE SUBMITTED TO W. O. APR 20 1966

FORM PR-1 (REV. 4-61) Revised 3/14/66

FEDERAL-AID PE (PPM 2

CARD 2	REPORT NUMBER 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd. Jct. US 97 to 3.7 mi. S.W. of Antelope 21 65		ADT	PRESENT 80	FUTURE 128 (68)(70)	YEAR 86 (71)				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Grade, Drain, 2 Brs. 25 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. 64-1 (72)(73)	PL. AUTH (74)			
CARD	CLASS OF FEDERAL FUNDS Emergency Relief						COUNTY NAME Was				
	NAME OF URBAN AREA 17-31						ROUTE NO. S	FEDERAL-AID 704			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5	10			1	PE	3	Co. Rd., Jct. US 97 to 3.7 mi. S.W. of Antelope		3,000	1,903
5					ROW					
5	30			3	CONST (CODE) 3210 X021	3		9.5	233,000	147,838
							PROJECT TOTALS	9.5	236,000	149,741

(16) (23)(24)

RECEIVED APR 22 1966 ENGINEER COUNTY & CITY DIVISION

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

APR 15 1966

/s/ G.M. WILLIAMS

Wasco—for ER 704

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	80	128 (66)	86 (70) (71) (72)	08	Oregon	35 (2) (3)	094 096 (4) (9)	191 (14) (18)

PV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71) (72)	64-1 (73)	(74) (75)	ER- 14 23	172(3) 7 13		(24) (26)	27

COUNTY NAME: Wasco — CODE: 065 (14) (18)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S — FEDERAL-AID: 704 (32) — STATE: Co. Rd. (36) (37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(56) (58)	ESTIMATED PROJECT COST BY PHASES (59) (66)	(67) (76)			
	3,000	1,903	548	549 (Co.)	PE incl. PS & E preparation, temp. & associated perm. repairs. (Grade, drain, riprap, 2-10' lanes bit. surf. and two bridges.) (State contract and County forces and/or negotiated contract.)
9.5	233,000	147,838	42,581	42,581 (Co.)	
9.5	236,000	149,741	43,129	43,167 (Co.)	

(16) (23) (24) (33)

REMARKS

The work on this project was caused by the December, 1964 flood.

USCOMM DUSCOMM-DC 48905-P61

FAS 704

MEMO
February 25, 1966

Willowdale Junction-Antelope Creek Section
ER-172(3), FAS 704
Wasco County

Programming of this ER Flood Project has never received B.P.R. approval although the County has spent approximately $50,000 for restoration of roadway, detours, and the repair of a bridge at M.P. 8.4. An additional $75,000 for contract and county force work will be required to complete restoration of base surfacing and the oil mat. The reason the B.P.R. has given for withholding their approval is their objection to the length and cost of a proposed bridge 130 feet long at M.P. 2.9. This structure will replace a bridge 21' 6" in length, which was washed out during the flood. However, the old bridge did not have an adequate opening to handle even minor floods and the adjacent roadway was often damaged by washouts. The December, 1964, flood considerably altered the topography of the canyon floor at this point, washing out the roadway and the stream banks. The County reconstructed the road on new alignment and it will also be necessary to construct a channel on new alignment. Economy of construction requires a relocation of the channel which will cause a skew in the bridge alignment and the road relocation will require the structure to be placed on a curve. These relocations avoid heavy construction in solid rock. These factors plus the additional requirement of an adequate waterway are the reasons for a bridge 130 feet long.

Copies of B.P.R. memorandums and various correspondence related to this project are attached:

1. B.P.R. Memo July 28, 1965, approves road restoration and repair of bridge at M.P. 8.4. Rejects bridge at M.P. 1.0 and a preliminary plan for a 90-foot bridge at M.P. 2.9 . (The County replaced fill at M.P. 1.0 and left old bridge in place. The fill washed out again in a high water this winter.)

2. Letter by Ted Dec dated August 25, 1965, reiterating statements in July 28 memo and requesting additional justification.

3. Letter November 12, 1965, by Ivan Merchant to H. S. Cox. Gives reasons for bridge design and 130-foot length.

4. Letter November 19, 1965, by V. R. Jones to L. H. Young forwarding program justification contained in Merchant's letter.

5. Memo November 22, 1965, by V. R. Jones covering program for restoration of route which would be acceptable to Wasco County.

6. Letter November 24, 1965, L. H. Young, covering reprogramming of ER project.

7. Letter December 21, 1965, A. W. Parsons, requesting additional supporting data for bridge.

8. Report, February 2, 1966, W. H. Tebeau, provides flow data and flood history of Antelope Creek.

Mr. Merchant is now having a sketch design and an estimate prepared for an abutment type structure. This estimate may be used as a basis for negotiation if payment in lieu is requested from the B.P.R. } Attached dated 2-24-66 & 3-2-66

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm
Att.

(Re: Project ER-172(3)
FAS 704, Wasco County)

Form E-240 Rev.—SM—6-57

PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name ANTELOPE CREEK BRIDGE MP 21 County Wasco Bridge No. 9458

Section and station ..... Highway Lower Antelope Road

Estimate made by DOC Date 2-22-66 Checked by ..... Date .....

Description 37' Prestress slab spans on abutments
36' Face to face of abutments
24' Roadway 30' Clear at Bottom

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No. .....

Calc. Book No. ..... Class ..... Loading .....

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			$ 6,000
Excavation	cu. yds.	815	$ 5	4,075
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.			
..... piling	No.			
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	279	$ 100	27,900
..... concrete	cu. yds.			
Metal reinforcement	lbs.	50,200	$ 0.14	7,056
..... Lumber	M. B. M.			
Structural ..... Steel	lbs.			
Structural ..... Steel	lbs.			
Handrail 501 Pipe	lin. ft.	72	$ 7	504
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Prestress Slabs	lin. ft.	418	$ 18	7,524
Subtotal				53,059
Plus ~~10~~ 15 per cent for contingencies & Engr.				8941
Total construction cost				
Plus 10 per cent for engineering				
Total cost				$ 62,000

State Printing 4718

FORM E-20X—20M—1-65 SP 19102-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 2, 1966

SUBJECT: Willowdale-Antelope Creek
M.P. 3.08, FAS 704
Wasco County

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

ATTENTION: Mr. D. J. Barbee

The Antelope Creek bridge washed out by the December, 1964 runoff was built in 1959 by Wasco County. The bridge consisted of a timber span on rock and concrete abutments providing a waterway opening of about 140 square feet (20 feet horizontal and 7 feet vertical). Prior to 1959 washouts were apparently an annual event at this site.

Between August, 1959 (date bridge was placed in service) and December, 1964, the bridge had suffered three washouts including the one in 1964. A brief dissertation follows giving an account of the trouble experienced:

March, 1960 - Washout required fill and riprap costing the County $985.60 in wages; no charges are listed for equipment, materials, etc.

April, 1962 - Washout required fill and riprap costing the County $263.20 in wages; no charges listed for equipment, materials, etc.

December, 1964 - Entire bridge, abutments, and wingwalls washed out; no cost listed thus far for interim correction and maintenance.

From the above record (3 washouts in 5 years), it is evident that a waterway area of 140 square feet is not sufficient to handle discharges of even normal occurrence. With this history of washouts and considering the magnitude of damage incurred, the waterway area probably should be at least doubled to avert any further disaster of the kind experienced -- this would make the design waterway at least 280 square feet.

After an "on the site" investigation (by others) of the damage, the maximum velocity was estimated to have been in the neighborhood of 10 feet per second. Assuming a doubled area (280 square feet), a discharge of at least 2,800 second feet

Copy to H. S. Coyle

BRIDGE DIVISION
AM FEB 4 - 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

would have been evident during the runoffs responsible for the damage. The State Highway Construction Manual (Technical Bulletin No. 19) indicates a discharge of 3,000 second feet for a 50-year recurrence in this area. In view of the past history in this area, the 3,000 second feet is probably of a more frequent occurrence than that given by the manual. Along this same line, a check with the USGS Water Supply Paper No. 1689, Part 14, shows a like discharge on a 15-year recurrence interval which seems to be somewhat closer to reality if the evidence available has any meaning.

From this analysis, it would then appear that a discharge of 3,000 second feet should be adopted for the design of the new structure proposed for this area. With the assumed velocity of 10 feet per second, this would dictate a waterway of at least 300 square feet.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fp

ER

477 Cottage Street NE.
Salem, Oregon 97301

December 21, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

08-35-EC/710.16
X Ref: Oregon Project ER 172(3)

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Emergency Fund Program

Mr. Young's letter of November 24 transmitted revised FR-1 forms for Item 191, ER 172(3), Willowdale Road - Antelope Creek together with other support data.

We have reviewed this submission and verbally requested additional ddta from your office particularly for the structure at Milepost 2.9. We find it difficult to favorably recommend this proposed 130-foot structure for approval to our other offices with the information now on hand; therefore, we are returning the FR-1's for your reconsideration of the following comments:

Under the provisions of paragraph 5 of PPM 23-1, replacement of bridges to avoid damages occurring only at long intervals are of questionable economy. Considering also that this route has an ADT of only 70, it appears very questionable to replace a 22-foot bridge by a 130-foot structure.

From the information contained in the reports submitted with Mr. Young's letter and other reports made by our office, it appears that this flood exceeded the 50-year frequency established at approximately 3000 cfs at 10 fps. The bridge design criteria then would restrict the waterway opening to about 300 square feet plus a minimum allowance for debris passage. However, because of the low traffic on this route, it would appear that a lesser flood frequency should be adopted, say perhaps 15 or 20 years. Therefore, to obtain emergency funds for the entire structure, it will be necessary to redesign this structure and supply detailed estimates and justification for exceeding a design criteria in excess of about a 20-year frequency.

Another alternate already discussed with you is to request an emergency fund grant-in-lieu for the structure criteria mentioned above and finance the remainder of a larger

(more)

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COUNTY & CITY DIVISION

NOTED
V. R. JONES

bridge with other Federal funds. Such a request should be accompanied by sufficient detailed estimates and justification to allow forwarding to our Washington office for their approval.

The other items on the FR-1 appear to be in line with the changes requested by our August 26 memorandum, and should obtain approval if resubmitted either on a revised FR-1 deleting the Milepoint 2.9 structure or following one of the above plans.

We would appreciate your early advice on this matter so we may clear our files.

Enclosures

cc: Region
OSMD(V Jones)
OSMD(R W Chase)

ER

FORM E-90 80M 2-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 10, 1965

To: MEMO TO THE FILES

SUBJECT: Willowdale-Antelope Creek
FAS 704, M.P. 3.08
Wasco County

A hydraulic analysis has been made to assist in obtaining sufficient information for the adequate design of the proposed structure over Antelope Creek. The maximum discharge for a 50-year return frequency for Antelope Creek could possibly reach 4,000 c.f.s. In event of this possibility, the velocity could reach 7 f.p.s. through any proposed structure.

W. H. Tebeau
Preliminary Studies Engineer

By Fred L Barnes

Fred L. Barnes
Hydraulics Engineer

FLB:fp

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COUNTY & CITY DIVISION

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NOV 29 1965
FOR FILING

November 24, 1965

Mr. L. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting revised PR-1 forms for Emergency Relief Project Item 191 Project ER-172(3), in response to Mr. Doo's memorandum dated August 26, 1965.

The program item has been revised to cover temporary and permanent restoration to the roadway, repairs to bridge at MP 8.4, construction of temporary 30' bridge at MP 2.9 and construction of 130' bridge, H.C. 28' on new alignment including necessary channel change and road approaches to replace the destroyed bridge at MP 2.9.

The required joint field inspection was made by Mr. Grafe of your department and Mr. Putnam of our Division IV office.

We are submitting a copy of Mr. Merchant's letter of Nov. 12, 1965, to Mr. Cox, containing data in justification of the longer replacement bridge at MP 2.9 and a copy of memorandum by Mr. Jones, dated November 22 1965 concerning the results of the joint field inspection by Mr. Grafe and Mr. Putnam.

It will be necessary for the County to raise the temporary 30' bridge at MP 2.9, which was constructed immediately following the flood to provide for traffic, to a higher elevation, to accommodate the winter high-water period, as the permanent structure cannot be constructed before this high-water period. Mr. Grafe is aware of this condition and has given verbal approval of the raising of the temporary structure by the County and that the cost of such work, approximately $1,000, will be eligible for federal participation as emergency restoration to provide for traffic.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb

ER

P. O. BOX 577
PHONE: (503) 296-4656

Wasco County

COUNTY COURT
THE DALLES, OREGON 97058

JAMES A. HUNT
JUDGE

O. W. KORTGE
COMMISSIONER

WALTER CARTE
COMMISSIONER

November 23, 1965

Mr. Vernon Jones
City - County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Jones:

Enclosed is Cost Summary, Lower Antelope Road FAS ~~304~~ 204 which you requested on our visit and inspection of said road.

Very truly yours,

WASCO COUNTY ROAD DEPARTMENT

C. Light

C. Light, Supt.

CL/gc

Encl.

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COUNTY & CITY DIVISION

ER

COST SUMMARY

F.A. Project No. _____ County W A S C O

FAS Route No. 704 Date 11/65

LOWER ANTELOPE ROAD

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
	County payrolls	823.28
	County Equipment Rental	1,354.80
	Crushed rock from county stockpile	
	162 Yds. Pit Run @ 5¢ Yd.	8.10
	CMP, from county stockpile	
	Agreements	
	Contractors	589.80
	Subtotal, Temporary Work....	2,775.98
	PERMANENT WORK	
	County Force Order No. (Cody)	45,698.04
	County payroll	1,853.51
	County Equipment Rental	2,672.41
	Other Materials	14.53
	Crushed rock 500 Gal. Oil @ 14¢	70.00
	91½ Yds. Crushed @ $ 2.50 Yd.	228.75
	918 Yds. Pit Run @ 5¢ Yd.	45.90
	Subtotal, Permanent Work....	50,583.14
	TOTAL, ENTIRE ROUTE.....	53,359.12

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COUNTY & CITY DIVISION

11-22-65

FAS 704, WASCO COUNTY

ESTIMATED COST OF E.R. PROJECT 172(3), ITEM 191
FOR RESTORATION OF ROUTE

Preliminary County Expense			
Negotiated Contract		$45,698	
County Forces		3,000	
County Forces, Raise Detour Bridge		1,000	
			$ 49,698
Contracts to Be Let by Highway Department			
Bridge M.P. 2.9 and related Channel Excavation, Embankment and Riprap		$110,000	
Surfacing (includes Oil Aggregate in Stockpile)		60,000	
			$170,000
Oiling, County Force Order			
Labor	$5,000		
Equipment	5,000		
Materials	3,500		
			$ 13,500
		TOTAL....	$233,198

VRJ:mm
11/22/65

ER

, Oregon
November 19, 1965

ER-172(3)
FAS 704, Wasco County

Mr. L. H. Young
O F F I C E

Attention: Mr. R. N. Chase

Mr. Ted Dee's letter August 26, 1965, questions the design of the bridge at M.P. 2.9 and the necessity for a new structure at M.P. 1.0. It has been decided to continue the use of the present bridge at M.P. 1.0 even though the waterway is considerably less than it was prior to the flood. Attached are two letters, written by L. Lyle Merchant, State Highway Bridge Engineer, which justify the design and length of the proposed structure at M.P. 2.9. The width of the bridge meets the minimum standards for FAS construction.

As it is impossible to construct the bridge prior to the anticipated high water period it will be necessary for the county to construct the temporary detour bridge to a higher elevation and, as the bridges have not yet been programmed for this route, the work will be classified as preliminary work to provide temporary accommodation for traffic. The former roadway at the bridge site has been completely washed out and flood waters have changed the topography of the area it will be essential to construct a new channel change and to place the new bridge on a different alignment.

V. R. Jones
Planning Engineer
County Road City Division

VRJ:mm
cc.

11-18-65

WILLOWDALE-ANTELOPE SECTION
FAS 704, WASCO COUNTY

PROPOSED CONTRACT: SURFACING 1.6 MILES

Bottom course crushed material, 9" (Includes transition section on each end of graded section)	9000 c.y. @ $3.50	$31,500.00
Top course base, 2"	1800 c.y. @ $ 3.75	6,830.00
3/4"-0" shoulder material	600 c.y. @ $4.00	2,400.00
Sprinkling	340 M/gal. $3.00	1,020.00
		$41,750.00
Engineering & Contingencies, 12-1/2%...		5,250.00
		$47,000.00

OIL MAT 20' WIDE (INCLUDING BINDER COURSE)

Oil aggregate, 0-11, 1.8 miles (Involves 0.2 mile transition section)	1350 c.y. @ $2.50	$ 3,375.00
Oil aggregate, 0-9, 0.4 mile (Less transition section)	240 c.y. @ $2.50	600.00
		$ 3,975.00
Engineering & Contingencies, 12-1/2%...		425.00
		$ 4,400.00

Surfacing Contract	$47,000.00
Oiling Aggregates in Stockpile	4,400.00
	$51,400.00

V.R.J.-mm
November 18, 1965

T. Tr. & Prelim.

P. R Perm.

Jct C Line

0.84

0.89 Begin Fill section (in Place) T Also Channel Cleanup
Reconf. to Typical P.R. + P.O. 1.07

1.03 Bridge End of Fill section

1.31 Begin Shlds. (No Surf.) T.
Sm. Shlds. rock P.R.

1.57 Restore O.1 Base & Oil Mat P.R.
& Shlds. Surf (Should include sm. shld gravel)

1.76 End of O.1 Restoration O-11
O-9

1.96 Begin O-11 & Base Surf. P.R - Strt Co. grading T.

2.46 O-9 P.R. End " " T.

2.52 Begin O-11 P.R & Co gravel T

2.82 End Co. gravel section End of O-11 P.R.
Begin Shlds. Rock T, Surf. Shlds P.R.

2.92 Begin O-11 & Surf P.R. Conc gravel T.

3.10 Bridge Jct

2.92 } Temp Restore.
3.10 }

3.37 End Co gravel T. & Surf & O.1 P.R.

3.50 }
3.55 } Rubble Shlds. T.

3.74 }
3.77 } End Shlds Rock T.

3.82 } Shlds Rock. T.

3.85 }
3.91 } Shlds Rock. T.

4.42 }
4.52 } Shlds Rock T.

4.60 }
4.65 } Shld Rock T.

8.92 Upper End of Bridge, Bridge Approach, Restore & Abut. Ends

0.84 South End

0.87 Begin County grading

1.03 End County grading, Bridge

1.31 Begin Shoulder Repair, Completed Except for some surfacing

1.57 Begin County grading
1.76 End " "

1.97 Start County grading
2.46 End " "

2.52 Begin County grading
2.82 End " "

2.92 Begin County grading
3.10 Bridge Site

3.37 End grading Section

ER

TAS 704

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COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
RICHARD UNREIN

XXXXXXXXXX
Dand, Oregon
November 15, 1965

Frances McKay, Clerk
Wasco School District No. 50J
Antelope, Oregon

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Dear Madam:

I am in receipt of your letter of November 12th regarding the reconstruction of the bridge over Antelope Creek between Antelope and Willowdale. Your letter of October 30th was not received at this office or an earlier reply would have been made.

As you know, this road is under the jurisdiction of Wasco County and they requested that the repair and reconstruction be programmed with federal funds. The data was submitted in early summer for the necessary work, but when it was submitted to Washington, D. C., additional information was required before they would approve the project. It is my understanding that the additional information has been forwarded and we hope for early approval.

It just so happens that we are meeting with County Officials tomorrow at the site in an effort to eliminate all of the bugs so that we can commence construction as soon as possible.

Very truly yours,

J. F. Putnam
Division Engineer

JFP:mc
cc: H. S. Cox

NOTED
V. R. JONES

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DIVISION IV BEND
NOV 15 1965
DE ADE DOE
Assigned Action

Antelope, Oregon
November 12, 1965

State Highway Department,
Bend, Oregon.

NOTED
DON HARWELL

Dear Sirs:

On October 30 we sent a letter to you for information concerning the plans you have for rebuilding the bridge over Antelope Creek between Antelope and Willowdale that was washed out during the flooding of December, 1964. To date we have not received a reply, perhaps because your plans for it are incomplete, but the people in our community are concerned about it because they feel the present bridge will not handle even the normal runnoff waters. As our school bus transporting our high school students to Madras must travel this route we feel it is imperative that some action be taken on this project before adverse weather conditions prevent construction. We have contacted the Wasco County Road Department and have been told that the State has full control of letting the contract for this work.

We would appreciate an early answer telling us what plans are for this project.

Very truly yours,
Wasco School District No. 50J
Frances McKay, clerk

FORM E-30 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX

NOTED
P. B. Arensmeier

INTER-DEPARTMENT CORRESPONDENCE

November 12, 1965
Salem, Oregon

SUBJECT: Antelope Creek Br. No. 2
Br. No. #9452
M.P. 3.08
FAS 704

To: H. S. Cox
County-City Engineer

B U I L D I N G

NOTED
R. H. PRANGE

The Antelope Creek Bridge washed out by the 1964-65 floods was constructed in 1959 by Wasco County. The bridge was a timber span on rock and concrete abutments. The structure provided a horizontal opening of about 20 feet and 7 feet from bottom of stringers to streambed, or approximately 140 square feet of opening, and was subject to overflow during major floods.

An examination of the site after the flood indicates that the above mentioned bridge and a considerable amount of the approach roadway fill on the right bank was washed out. Further, that the maximum velocity must have been about 10 f.p.s. to move 400 to 500 pound boulders in the streambed and fill slopes. The high water elevations and stream channel section immediately upstream from the bridge site indicate an area of 400 square feet which at 10 f.p.s. would indicate a discharge of 4,000 c.f.s. These values are confirmed using values of n, S and R of .06, .0175 and 5.6 respectively from hydraulic design charts.

Design charts in use for this area would indicate a discharge of 2,800-3,000 c.f.s. for a 50 year frequency.

Using 3,000 c.f.s. as a 50 year frequency discharge and a reasonable velocity of 6.5 f.p.s., an area of 460 square feet is required. This area is provided below approximate elevation 1980 leaving 3 feet to lower point in structure for drift clearance.

Using 3,000 c.f.s. as the discharge and a velocity of 10 f.p.s. requires a 300 square foot opening. This could be provided with a closed abutment structure and 36 foot prestressed slab spans and would afford about 2 feet for drift clearance.

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COUNTY & CITY DIVISION

The 130 foot structure, as designed, is necessary to span the proposed channel change and 2:1 slopes at the proposed higher grade line. A slab span was chosen for type to provide vertical clearance for drift. The estimated net cost is $64,816.00 or $17.80 per square foot. A closed abutment structure to span only the 30 ft. bottom of the channel change is estimated to cost $50,000 or $49.00 per square foot. To this cost must be added roadway embankment, paving, etc.

As pointed out above, the use of a closed abutment structure will materially increase stream velocity and require an increase in rock slope protection required to insure the safety of the structure and approaches. Because of the greater factor of safety during future floods, at a nominal increase in overall costs with all items considered, it is the State's belief that the 130 foot structure should be constructed as designed.

Ivan D. Merchant
Bridge Engineer

IDM-jf

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

Order No. 8

F. A. Project No. ER-172(3) Item 191 Date Oct. 15, 1965

Highway F.A.S. #704 Lower Antelop Co. Road

County Wasco Prefix Account No.

Description of Work To Be Done : M.P. 3.1 M.P. 0.3
Remove Rip Rap & Fill Materials In Preperation.
For Contractor to Build New Bridge As Requested
By O.S.H.D. For a Lower Cost Factor This Section.
Remove Materials From Under, Below & Above Lower
Bridge Washed In & Filled During 1964-1965 Floods to
Allow For Annual Spring Runoff.

Estimate of Quantities and Costs:

1 Equipment... Established Rates Includes

M.P. 3.1 Operator.....	1040.00
M.P. 0.3	1360.00
	$2400.00

Explanation:
County Forces are better equipped for this
repair work due to short isolated section needing
this preperation & Equipment In Close Proximety.

Submitted by: James A. Hunt
County Judge

Approved:

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OCT 18 1965
ENGINEER
COUNTY & CITY DIVISION

KLICKITAT COUNTY, WASHINGTON

HOOD RIVER COUNTY

SHERMAN COUNTY

CLACKAMAS COUNTY

MARION COUNTY

JEFFERSON COUNTY

GILLIAM COUNTY

WHEELER COUNTY

I-80N To Hood R. FAP-1

I-80N To Arlington FAP-1

COLUMBIA RIVER

To Hermiston

O.W.R.R.&N Co

Mosier

Rowena

Celilo

Fairbanks

Petersburg

THE DALLES 695

Mosier Creek

Chenoweth Creek

Mill Cr.

Fivemile Creek

Eightmile Creek

Ramsey Creek

Fifteenmile Creek

Larch Cr.

Jordan Creek

Dry Creek

Badger Creek

Threemile Creek

Rock Creek

Gordon Cr.

Pine Hollow Cr.

Emerson Creek

Wrentham

Boyd

Dufur

Friend

Tygh Valley

Wamic

Maupin

Buck Hollow Creek

Bakeoven

Deer Cr.

Shaniko

Antelope

Wapinitia

Wapinitia Pass

Clear Cr.

Bear Springs

White River

Wapinitia Cr.

Pogue Gulch

Wapinitia Creek

RESERVATION BDRY

Coyote Cr.

Simnasho

Beaver Creek

Warm Springs Creek

Badger Creek

Mill Creek

South Junction

Cow Canyon

Ward Creek

Trout Cr.

Day Creek

To Fossil

To Madras

To Government Camp

To Warm Springs

SHERARS BRIDGE To Grass Valley

FAP-24

FAP-44

FAP-4

FAP-12

C-W&EC Co

O.-T.-B.

WASCO COUNTY

FAS SYSTEM

Scale 0 2 4 Mi. April 1964

'LEGEND'

- FAP Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

E.R. PROJECT
FAS-704

STATUS OF ER FUNDS

September 16, 1965

WASCO COUNTY

APPROVED PROGRAM REQUESTS

County expenditures to August 31.	$168,675
County Force Order No. 7 (Not yet Approved), FAS ~~639~~ 369.	40,000
Fifteenmile Creek Bridge Section, FAS ~~639~~ 369 Contract Authorization.	135,070
Est. Petersburg-Fairbanks Section, Proposed Contract, FAS ~~639~~ 369	80,000
Chenowith Creek Bridge, Proposed Contract, FAS 365.	50,000
Willowdale-Antelope Creek Section, Proposed Contract, FAS 704.	342,500
	$816,245

VRJ:mm

9/21/65 Letting
Item # 19

July 29, 1965
(date)

Wasco County Court
Courthouse
The Dalles, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARVELL

Highway FAS 704

Section Willowdale Junction-Antelope Creek, Project ER-172(3), Base, Oil, & Structures.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
AUG 5 - 1965
ENGINEER
COUNTY & CITY DIVISION

August 2, 1965
(date)

By James A. Hunt
Commissioner

By Walter Kaste
Commissioner

cc: C.H Young

ER

7-22-65

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER-172(3)

Highway No. FAS 704

Project Name Willowdale Junction-Antelope Creek Section: Base, Oil, & Structures

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at The Dalles, Oregon, this 22 day of July, 1965.

Wasco County Court

James A. Short
Judge

Commissioner

Walter Caste
Commissioner

*NOTE: Certify either paragraph 2 or 3.

RECEIVED
JUL 23 1965
ENGINEER
COUNTY & CITY DIVISION

FORM PR-33A(1)
(REV. 5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

cc: Region
Wash DC
OSHD (Klaboe)
OSHD (T Edwards)

bld

INITIAL INSPECTION REPORT

6-4-65

REGION NO.	REPORT NO.	COUNTY	STATE
8	1	Wasco	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-18-65 & 6-4-65	Willis Grafe, Area Engineer	ER-172(3)

IN COMPANY WITH R.S. Hawkins, Res Engr, George Wills, Asst Chief Locating Engr ,OSHD

LOCATION OF IMPROVEMENT Willowdale-Antelope Section, Federal Aid route 704 from junction with US Route 97, 9.5 miles easterly.

CONTRACTOR NAME AND ADDRESS

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	EST. COMPL. END OF MO
		%	%	%

ROADBED (Width _____ Feet 0. to 0. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
		9.5			

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS

WILLOWDALE - ANTELOPE

The work provides for repairs to bridges, roadway and drainage facilities damaged or destroyed by the flooding of December, 1964 and January, 1965. Wasco County has restored travel under emergency procedures but major bridge repairs and two new brdidges are necessary along with replacement of surfacing and completion of grading.

All the work contemplated in the project as programmed is considered eligible for ER funding.

NOTED
F.B. KLABOE

RECEIVED
JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUL 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

7/19/65
Copies to
Young
Pettigrew
Hawkins
JP

704

2-STATE HIGHWAY DEPARTMENT COPY

FORM PR-33A(1)
(REV. 5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

cc: Region
Wash DC
OSHD (Klaboe)
OSHD (T Edwards)

bld

INITIAL INSPECTION REPORT

6-4-65

REGION NO.	REPORT NO.	COUNTY	STATE
8	1	Wasco	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-18-65 & 6-4-65	Willis Grafe, Area Engineer	ER-172(3)

IN COMPANY WITH R.S. Hawkins, Res Engr, George Wills, Asst Chief Locating Engr, OSHD

LOCATION OF IMPROVEMENT Willowdale-Antelope Section, Federal Aid route 704 from junction with US Route 97, 9.5 miles easterly.

CONTRACTOR NAME AND ADDRESS

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	EST. COMPL. END OF MO
		%	%	%

ROADBED (Width _____ Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
		9.5			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS

WILLOWDALE - ANTELOPE

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All the work contemplated in the project as programmed is considered eligible for ER funding.

NOTED
F.B. KLABOE

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JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

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OFFICE OF
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Hawkins
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704

2-STATE HIGHWAY DEPARTMENT COPY

FORM PR-33A(1)
(REV. 8-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

cc: Region
Wash DC
OSHD (Klaboe)
OSHD (T Edwards)

bld

INITIAL INSPECTION REPORT

6-4-65

REGION NO.	REPORT NO.	COUNTY	STATE
8	1	Wasco	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-18-65 & 6-4-65	Willis Grafe, Area Engineer	ER-172(3)

IN COMPANY WITH R.S. Hawkins, Res Engr, George Wills, Asst Chief Locating Engr ,OSHD

LOCATION OF IMPROVEMENT Willowdale-Antelope Section, Federal Aid route 704 from junction with US Route 97, 9.5 miles easterly.

CONTRACTOR NAME AND ADDRESS

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	EST. COMPL. END OF MO
		%	%	%

ROADBED (Width _____ Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
		9.5			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS

WILLOWDALE - ANTELOPE

The work provides for repairs to bridges, roadway and drainage facilities damaged or destroyed by the flooding of December, 1964 and January, 1965. Wasco County has restored travel under emergency procedures but major bridge repairs and two new brdidges are necessary along with replacement of surfacing and completion of grading.

All the work contemplated in the project as programmed is considered eligible for ER funding.

NOTED
F.B. KLABOE

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JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUL 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

7/19/65
Copies to
Young
Pettigrew
Hawkins
ZD

704

2-STATE HIGHWAY DEPARTMENT COPY

ER

NOTED
H. S. COX

NOTED
DOM H...

Salem, Oregon
May 12, 1965

NOTED
R. H. PRANGE

Mr. L. H. Young
Office Engineer
Building

Revision of PR-1
Wasco County, FAS 704
ER-172(3), Item 191

Attention: Mr. R. H. Chase

NOTED
P. B. Arensmeier

On May 5, Willis Grafe, B.P.R. Area Engineer, handed me the attached PR-1 form and requested that it be revised to include a bridge and road approaches over Antelope Creek, M.P. 1.0, of FAS 704. According to Grafe, replacement of this bridge plus road approaches as required to raise the grade was justified due to the flood raising the streambed 3' to 4' resulting in insufficient waterway under the existing bridge and subjecting the present roadway to flooding under normal runoff conditions. I was referred to Dick Hawkins, Highway Resident Engineer, for descriptive data covering the proposed reconstruction. He furnished the following information this date:

Existing Bridge	#15504, one 31'3" T.B. Span, H.C. 23'-0".
Existing Roadway	Bituminous surfacing, 20' wide with 2' shoulders.
Proposed Project	M.P. 0.9 to 1.2. Embankment in place (approximately 10,000 c.y.) to raise grade 4' to 5', construct base and oil mat wearing surface, and construct pre-stressed reinforced concrete slab span 90' long with a H.C. of 28'. Estimated total cost - $55,000.

This work will be done by State contract.

It would be appreciated if you will revise the attached PR-1 to include the above described work and resubmit it to the B.P.R. If we can furnish any further information, please advise.

H. S. Cox
County and City Engineer

By

John F. Hagemann

JFH:mm

NOTED
W. B. ...

BRIDGE PROJECT REQUESTED BY WASCO COUNTY Date 2-8-65

Is this to be a County project? ✓ Yes ___ No

Is this to be an FAS-C project? ✓ Yes ___ No FAS ER

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Lower Antelope Road

   FAS Number 704

2. Name of river or stream Antelope Creek

3. Name of bridge " " MP 1.00

4. Location (Please attach map with location marked):

   Section 34 Township 8S Range 15E W.M.

5. Desired width of bridge _____

6. Are sidewalks desired? ___ Yes ✓ No

7. Width of sidewalks ✓ _____

8. Is sidewalk desired on upstream side of bridge? ___ Yes ✓ No

9. Is sidewalk desired on downstream side of bridge? ___ Yes ✓ No

10. Does County wish a particular type of bridge design? ___ Yes ✓ No

    If "Yes," explain type desired: _____

    _____

11. Will County furnish any materials for bridge? ___ Yes ✓ No

    Explain: _____

    _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ✓ Yes ___ No

13. Will County run survey and furnish vicinity map? ___ Yes ✓ No

14. Will County furnish foundation data? ___ Yes ✓ No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ✓ Yes ___ No

16. Can road be closed during construction? ___ Yes ✓ No

17. Will detour be required? ✓ Yes ___ No

18. Will detour be constructed and maintained by County? ✓ Yes ___ No

19. Will detour be constructed and maintained by contractor? ___ Yes ✓ No

20. Will County construct approaches or connections? ✓ Yes ___ No

21. Will contractor construct approaches or connections under contract? ___ Yes ✓ No

22. State width of traveled roadway: 20 Width of shoulders: 2'

23. Will additional right-of-way be required? ✓ Yes ___ No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ___, resolution ✓?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___ Yes ✓ No

26. Will old bridge remain in place? ___ Yes ✓ No

27. Will old bridge be removed by contractor? ✓ Yes ___ No

28. Will old bridge be removed by County? ___ Yes ✓ No

29. Does County wish old bridge salvaged for future use? ✓ Yes ___ No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

✓ Yes ___ No

31. Does County wish State Highway Department to advertise and accept bids?

✓ Yes ___ No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___ Yes ✓ No

33. Does County wish complete job of illumination in project? ___ Yes ✓ No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes ✓No Size_____

(b) Sanitary sewer mains: ___Yes ✓No Size_____

(c) Storm sewer: ___Yes ✓No Size_____

(d) Gas mains: ___Yes ✓No Size_____

(e) Power lines: ___Yes ✓No

(f) Telephone lines: ✓Yes ___No

(g) Other utilities? _____

35. What is desired date for letting? Spring of 1965

Remarks High water moved considerable material Rock Sand etc down to close existing channel area, thus necessitating raising of Grade & Bridge to accommodate future high waters

By James A Hamlo

By Walter Carte - Commissioner

C

BRIDGE PROJECT REQUESTED BY Wasco COUNTY Date 2-8-65

Is this to be a County project? ✓Yes ___No

Is this to be an FAS-C project? ✓Yes ___No FAS-ER

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Lower Antelope Road

   FAS Number 704

2. Name of river or stream Antelope Creek (Intersection w/ward Cr.

3. Name of bridge " " MP 2.70

4. Location (Please attach map with location marked):

   Section 26 Township 8 S Range 15 E W.M.

5. Desired width of bridge 30 x 28' Span

6. Are sidewalks desired? ___Yes ✓No

7. Width of sidewalks None

8. Is sidewalk desired on upstream side of bridge? ___Yes ✓No

9. Is sidewalk desired on downstream side of bridge? ___Yes ✓No

10. Does County wish a particular type of bridge design? ___Yes ✓No

    If "Yes," explain type desired: _____

    _____

11. Will County furnish any materials for bridge? ___Yes ✓No

    Explain: _____

    _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ✓Yes ___No

13. Will County run survey and furnish vicinity map? ✓Yes ___No

14. Will County furnish foundation data? ___Yes ✓No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ✓ Yes ___ No

16. Can road be closed during construction? ___ Yes ✓ No

17. Will detour be required? ✓ Yes ___ No

18. Will detour be constructed and maintained by County? ✓ Yes ___ No

19. Will detour be constructed and maintained by contractor? ___ Yes ✓ No

20. Will County construct approaches or connections? ✓ Yes ___ No

21. Will contractor construct approaches or connections under contract? ___ Yes ✓ No

22. State width of traveled roadway: 20' Width of shoulders: 2'

23. Will additional right-of-way be required? ✓ Yes ___ No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ___, resolution ✓?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___ Yes ✓ No

26. Will old bridge remain in place? ___ Yes ✓ No

27. Will old bridge be removed by contractor? ___ Yes ✓ No

28. Will old bridge be removed by County? ✓ Yes ___ No

29. Does County wish old bridge salvaged for future use? ✓ Yes ___ No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?
✓ Yes ___ No

31. Does County wish State Highway Department to advertise and accept bids?
✓ Yes ___ No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___ Yes ✓ No

33. Does County wish complete job of illumination in project? ___ Yes ✓ No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes ✓No Size_____

(b) Sanitary sewer mains: ___Yes ✓No Size_____

(c) Storm sewer: ___Yes ✓No Size_____

(d) Gas mains: ___Yes ✓No Size_____

(e) Power lines: ___Yes ✓No

(f) Telephone lines: ✓Yes ___No

(g) Other utilities? _____

35. What is desired date for letting? _____

Remarks The Bridge To be relocated approximately
1/ mile downstream for better approach & Alignment
with stream channel

By James A Hunt

By Walter Carte - Commissioner

WASCO COUNTY 1-21-65
PROPOSED 1964 FLOOD DAMAGE PROJECT, ER FUNDS

FAS 704, Willowdale-Antelope County Road: Replace roadway, bridge, and surfacing. State $22,600; County $22,600; Federal $67,800. Total $113,000.

This route was severely damaged by flood waters from Antelope and Ward Creeks. Long sections of roadway were partially destroyed, culverts and two bridges were also severely damaged. The County plans to let a county contract covering this work.

Approved 3/11/65

ER/FAS-C/65-1
1/21/65

Form E-130—5M—10-56
State Printing 79344

Oregon State Highway Department
BRIDGE INVENTORY INSPECTION RECORD
GENERAL SHEETS FOR ALL SPANS 5.13

Sheet 1 of .....

FAS 704 @ ~~1060~~

Bridge over ANTELOPE CREEK Road and mile No. ..... County WASCO
Running description 1-21½' T.B. SPAN. Sec. ..... Twp. ..... R. ..... Bridge No. 15503
Load rating capacity H-24
12/15/62
Built by COUNTY Date built 1959 Cost .....
Inspected by BANGERT Date 12-17-59 Maintained by COUNTY

Drawing No. .....

SUPERSTRUCTURE (Make sketch for additional details)

SPANS			STRINGERS				DECK			HANDRAIL		
No.	Length c to c	Type	No.	Size	Spacing	Species and Treatment	Size	Width	Species and Treatment	Fellce Guard	Railing	Posts
1	21'6"	T.B.	11	6x20	28"	CREO.	3x6 LAMIN.	24'	CREO.	6x8	3x8	6x8

Curvature NONE Super elevation NONE Skewed 70° RIGHT Grade NONE
Stringer bearings 12" Bridging 4x12 M.S. & BENTS Surfacing NONE
Overhead clearance OPEN Roadway between curbs 23'0" Sidewalks NONE

Drawing No. .....

SUBSTRUCTURE (Make sketch for additional details)

SUPPORT			BENTS						PIERS		ABUTMENTS		
No.	Type	Cap	Posts or Piling No.	Size	Spacing	Sill	Footings Size	Type	Size	Type	Height	Width	Wings
1 & 2	ABUT CONC.	12x8	#1	ROCK		MASONRY	EXT.	W/CONC.					
			#2	"	12"x9'x28'	"	"	"					

Channel: Width 15' Depth 3' Material GRAVEL & LOAM Drainage area .....
Condition of banks STABLE Overflow N Height deck to: Streambed 10½' Highwater 6½'
Can structure be replaced with culvert or pipe? NO Posted load limits NONE
Recommendations for: New replacement ..... Repairs -
Traffic survey data: A ....., B ....., C ....., D ....., E ....., F ....., G ....., H ....., I .....

Condition data: (Take pictures and make sketches for additional data)

Waterway ADEQUATE - CLEAR (Adequate, clear, clogged, inadequate, endangering structure)

Abutments, piers, or bents (Scoured, undermined, cracked, decayed, season check, good condition)

Deck (Undersurfaced, worn, rough, decayed, needs replacement, good condition)

Stringers (Grade, decayed, cracked, season checked, broken, effective section modulus)

Sidewalks NEW (Size deck, stringers, cracked, decayed, season checked, good condition)

Handrail (None, painted, cracked, broken, decayed, good condition)

Available detour

Additional remarks:

Form B-186—026—11-56

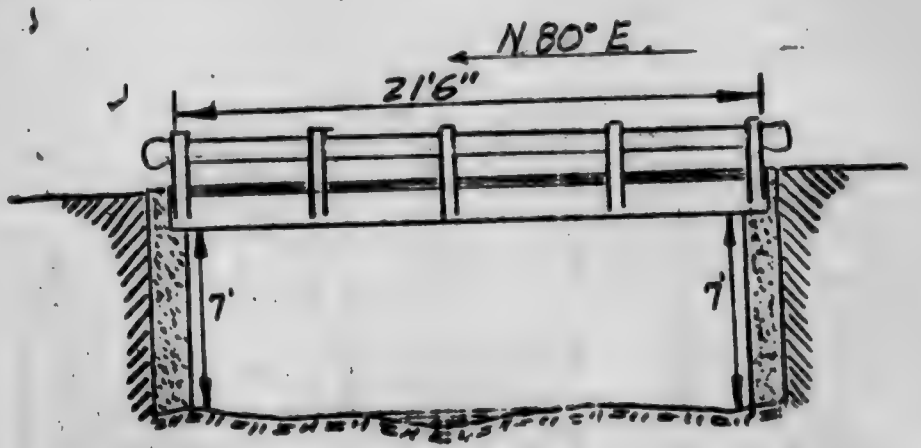
State Printing 19[illegible]

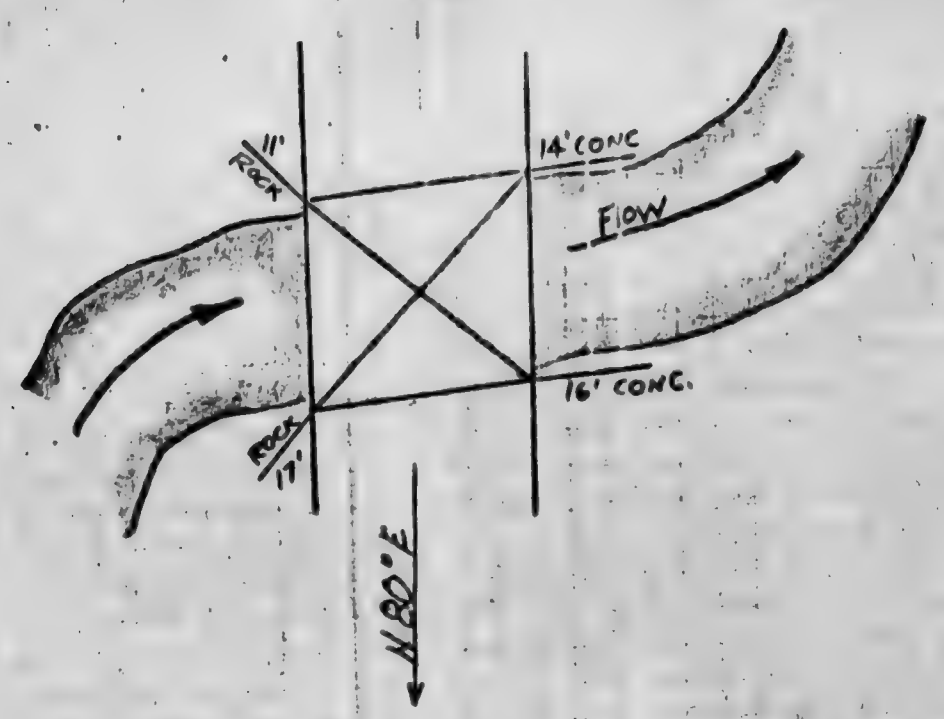
Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet .....

Bridge ANTELOPE CREEK FAS 704 @ ~~1960~~ 5.13 County WASCO

Calculations by BANGERT Date 12-17-59 Bridge No. 15503





Form E-125—5M—10-54
State Printing 79544

Oregon State Highway Departm
BRIDGE INVENTORY INSPECTION R ORD

GENERAL SHEETS FOR ALL SPANS 1 02

Sheet 1 of .....

FAS 704 @ 12.78

Bridge over ANTELOPE CREEK Road and mile No. ..... County WASCO

Running description 1-31'3" TRTD LAMIN. Sec. ..... Twp. ..... R. ..... Bridge No. 15504

DECK SPAN. Load rating capacity H 18

Built by COUNTY 12/15/62 Date built 1959 Cost .....

Inspected by BANGERT Date 12-17-59 Maintained by COUNTY

SUPERSTRUCTURE (Make sketch for additional details) Drawing No. .....

SPANS			STRINGERS				DECK			HANDRAIL		
No.	Length c to c	Type	No.	Size	Spacing	Species and Treatment	Size	Width	Species and Treatment	Felloe Guard	Railing	Posts
1	31'3"	T.B.	11	8x20	28"	CREO.	3x6 LAMIN.	24'	CREO.	6x8	3x3	6x8

Curvature NONE Super elevation NONE Skewed 60° LEFT Grade NONE

Stringer bearings 10" Bridging 4x12 BENTS 1/3 PTS. Surfacing NONE

Overhead clearance OPEN Roadway between curbs 23'0" Sidewalks NONE

SUBSTRUCTURE (Make sketch for additional details) Drawing No. .....

SUPPORT		BENTS							PIERS		ABUTMENTS		
			Posts or Piling			Sill	Footings						
No.	Type	Cap	No.	Size	Spacing		Size	Type	Size	Type	Height	Width	Wings
1 E, 2	ABUT. ROCK	10X4 CREO.		12"X12'X32'		ROCK	MASONRY						

Channel: Width 21' Depth 3' Material LARGE BOULDERS LOAM Drainage area .....

Condition of banks STABLE Overflow NO Height deck to: Streambed 13' Highwater 10'

Can structure be replaced with culvert or pipe? YES Posted load limits NONE

Recommendations for: New replacement ..... Repairs .....

Traffic survey data: A ....., B ....., C ....., D ....., E ....., F ....., G ....., H ....., I .....

Condition data: (Take pictures and make sketches for additional data)

Waterway ADEQUATE - CLEAR
(Adequate, clear, clogged, inadequate, endangering structure)

Abutments, piers, or bents
(Scoured, undermined, cracked, decayed, season check, good condition)

Deck
(Undersurfaced, worn, rough, decayed, needs replacement, good condition)

Stringers
(Grade, decayed, cracked, season checked, broken, effective section modulus)

Sidewalks
(Size deck, stringers, cracked, decayed, season checked, good condition)

Handrail NEW
(None, painted, cracked, broken, decayed, good condition)

Available detour

Additional remarks:

122 590 850 Bill 728

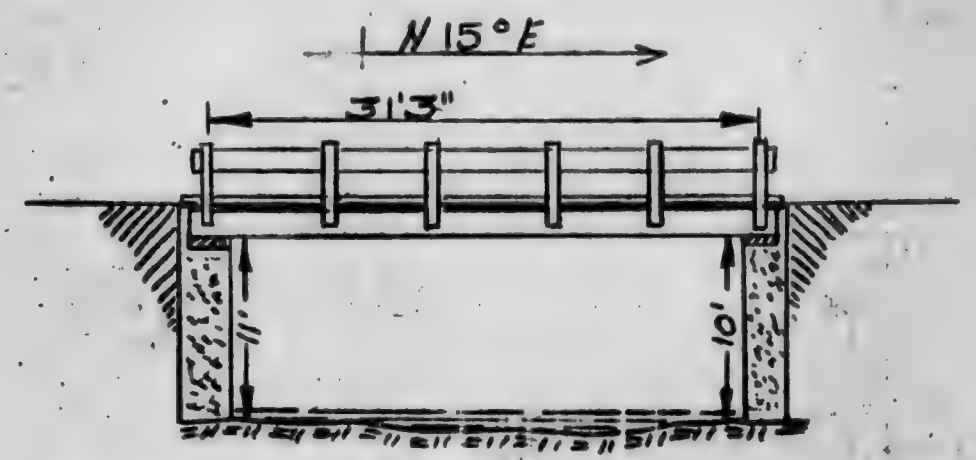
Form B-120—BDS—11-58 State Printing 1959

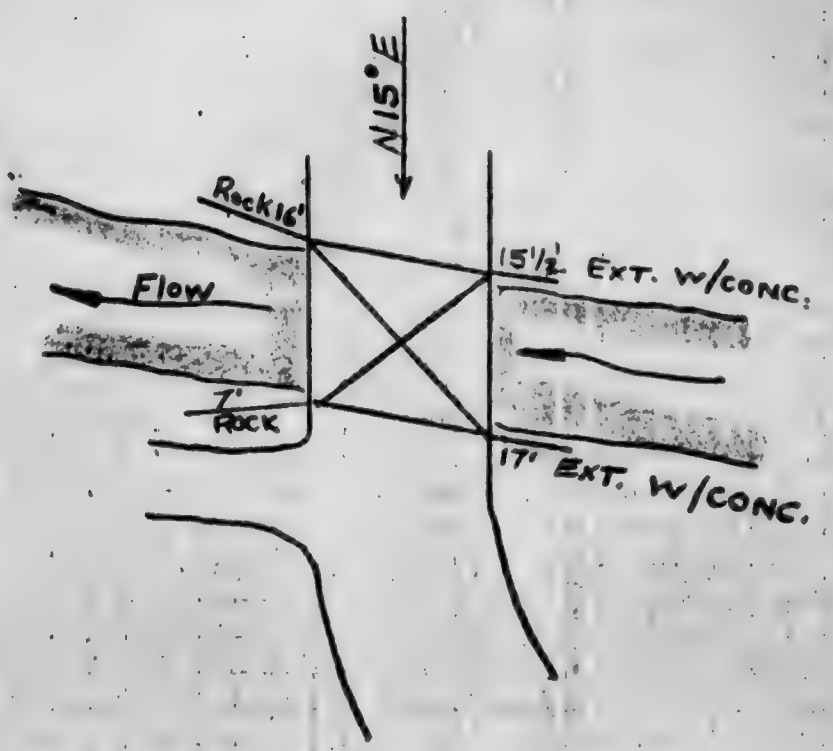
Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 1 02

Bridge ANTELOPE CREEK FAS 704 @ ~~122~~ County WASCO

Calculations by BANGERT Date 12-17-59 Bridge No. 15504





West Slope- erverthon ..ee., 1900
"ter's.in "a]ar ;"v. 'rnd.,
.6872 paving)

RECEIVED
NOV 8 - 1967
FOR FILING

34-1123
6874

November 7, 1967

Mathbene, King and Seeley
310 S. W. 4th Street
Portland, Oregon 97204

Gentlemen:

A post-final payment for $800 will be made to Cascade Construction Company, Inc., on Contract No. 6874 for grading and paving the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $175,221.78 including the post-final payment. Of the total $4,318.11 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Cascade Construction Company, Inc.
Foot of S. W. Abernathy Street
Portland, Oregon 97201

Mr. M. B. Waterbury
Board of Trade Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
DEC 5 - 1967
FOR FILING
34-1123
6874

November 1, 1967

#1

Cascade Construction Company, Inc.
Foot of S. W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

The State Highway Commission at its meeting on October 31 considered your request for an extension of time on Contract No. 6874 on the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an additional eight days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc L. W. Rulien
Lowell Johnston
L. H. Young
F. D. Morgan
C. H. Maison

[illegible] (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ Calender Days
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 11, 1967, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calender days from 95 days to 351 days, within which to complete our Contract No. 6874, without the assessment of liquidated damages. The said contract is described as follows:

West Slope-Beaverton Section, Tualatin Valley Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(1) Please refer to letter dated October 24, 1967, from Mr. Rulien to Cascade Construction Company concerning this job.
(2) Delay in design of box culvert
(3) Additional drainage and other work added to job

Respectfully submitted,

CASCADE CONSTRUCTION COMPANY
Contractor

By M. A. Conway

CONSENT OF SURETY

Date August 11, 19 67

We, The Peerless Insurance Company of Keene, New Hampshire, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Harold F. Torkelson Attorney-in-fact

(SEAL)

Harold F. Torkelson Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for CALENDAR DAYS

Increase in Number of [redacted]

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6874 Contractor Cascade Construction Company, Inc.

Highway Tualatin Valley

Section West Slope - Beaverton

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED**. The reasons for such recommendation are as follows: Recommend 8 calendar days additional because of quantity overrun and plan change to do paving in 2 lifts.

Recommended for Approval:

[signature]
Asst Division Engineer

[signature]
for Construction Engineer or Bridge Engineer

[signature]
Assistant State Highway Engineer

Contract No.	6874
Project designation	State (State-Federal)
Date awarded	July 6, 1966
Work started	Aug. 3, 1966
Per cent completed	100 July 17, 1967 (Date)
No. of Calendar [redacted] Allowed	95
No. of Calendar [redacted] Used	351
No. of Added [redacted] Requested	256

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 1, 1967

Salem, Oregon

SUBJECT: West Slope-Beaverton
Contract 6874
Request for Time Extension

To: F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Cascade Construction Company, contractor on the subject project, requests an extension of 256 calendar days because of a 248 day ordered "stop work" period, alleged delay in design of box culvert, and additional drainage and other work added to the job. This project was contracted in July pf 1966 with work day count starting August 1 and with 95 calendar days allowed which expired November 3. A "stop work" order was in effect from November 3, 1966, to July 10, 1967, and the project was completed on July 17, 1967 so actually liquidated damages have been deducted for only 8 calendar d ays.

The extension for this 8 days, in addition to the "stop work" period, can be justified in either of two ways. The original contract amount plus unanticipated extra work orders and price agreements overrun 28%. On a time-money basis, twelve additional days can be derived. This overrun was caused mostly by drainage items, stone base, and general excavation.

The 8 days extension can also be justified from an actual production time standpoint. The plans called for a 2 inch lift of A.C. over the existing P.C.C. Due to the lateness of season when the project reached the paving phase in the Fall of 1966, the already difficult task of getting a smooth one lift overlay paving job was aggravated. It was decided to pave in 2 lifts, using 1 1/2 " of class B overlaid with 1 inch of class C but with the class C work to be done under good conditions in 1967. This 1 inch overlay was performed during the liquidated damages time, July 10 through 17. This was a plan change and we therefore believe the 8 day extension is well justified. This will eliminate all liquidated damages which amount to $800. This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Staff Assistant

RECEIVED
SEP 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CC: L. H. Young

JAB:ss
Enclosure

FILED
OCT 9 - 1967
FOR FILING

34-1123
6874

September 28, 1967

Bathbone, King & Seeley
310 S. W. 4th Street
Portland, Oregon 97204

Gentlemen:

Contract No. 6874 awarded to Cascade Construction Company, Inc., for grading and paving West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County was completed on July 17, 1967, and accepted by the Highway Commission on September 27, 1967.

Final payment in the amount of $5,583.11 will be released to the contractor after October 5, 1967. The total contract amount is $174,421.78 including $4,318.11 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhm

cc Cascade Construction Company, Inc.
Foot of S. W. Abernathy Street
Portland, Oregon 97201

M. B. Waterbury
Board of Trade Building
Portland 4, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 28 1967

34-1123
6874

September 27, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 17, 1967 on Contract No. 6874. The contract was with Cascade Construction Company, Inc., and was for grading and paving on the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 27, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Omery
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
C. H. Malcom
L. H. Young
L. M. Mallon

srb kf

RECEIVED
SEP 8 - 1967
FOR FILING
34-1123
6874

September 7, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 1
October 31, 1967 Meeting

Gentlemen:

Cascade Construction Company, contractor on the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County, Contract No. 6874, requests eight additional days in which to complete its contract without the assessment of liquidated damages.

The contract quantities and some extra work overran some 26 percent. In addition, the contractor was requested to construct the pavement in two lifts rather than in one as had been specified. We believe that this will justify the requested additional eight days, which will eliminate all liquidated damages.

The matter will be on the agenda for the October 31 meeting and I recommend that it have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.
cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien
JAB:ss/RLP:ms kf

34-1123

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: West Slope - Beaverton		WEEK ENDING: Aug. 25, 1967
		SECTION PREFIX: 34-1123
HIGHWAY: Tualatin Valley		COUNTY: Washington
NAME OF JOB: West Slope - Beaverton	KIND OF WORK: Grading & Paving	
CONTRACTOR: Cascade Construction Co., Inc.	CONTRACT NUMBER: 6874	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1966	DATE WORK STARTED: Aug. 5, 1966	ESTIMATED COMPLETION DATE: July 17, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: ———	WORK DAYS USED: ———
	SPECIFIED CALENDAR DAYS: 95	CALENDAR DAYS USED: 103
PROJECT AUTHORIZATION: $197,236.19	SPECIFIED COMPLETION DATE: Nov. 3, 1966	PERCENT OF TIME ELAPSED: 108%
EXCLUSIVE OF ENGINEERING: $181,236.19	ENGINEERING AUTHORIZATION: $16,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $178,169.07	ENGINEERING COST TO DATE: $19,050.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 1.7%	PERCENT OF AUTHORIZATION: 119%	DATE PROJECT WAS COMPLETED: July 17, 1967

(Semi-final Submitted - 8-25-67)

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Bituminous Base Mix	
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	[illegible]	PAVING
MILES IN PROJECT	1.44	1.44		1.44	1.44
MILES PARTIALLY COMPLETED	0	0		0	0
MILES COMPLETED	1.44	1.44		1.44	1.44
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3480	5100		980	9100
TOTAL QUANTITIES CORRECTED TO DATE	6348	8588		1721	8620
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6348	8588		1721	8620
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	689-A							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	20	Fair - Warm	0		
MONDAY	21	Fair - Warm	0		
TUESDAY	22	Fair - Warm	0		
WEDNESDAY	23	Fair - Warm	0		
THURSDAY	24	Fair - Warm	0		
FRIDAY	25	Fair - Warm	0		
SATURDAY	26	Fair - Warm	0		

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 20	No Work
MONDAY 21	No Work
TUESDAY 22	No Work
WEDNESDAY 23	No Work
THURSDAY 24	No Work
FRIDAY 25	No Work
SATURDAY 26	No Work

REMARKS

Contract was completed 7-17-67. Request for extension of time has been submitted by the contractor.

Semi-final was submitted as of this date, 8-25-67.

This is the final weekly report for this project.

SIGNED Lowell A. Johnston

LOCATION 245 S.E. 2nd Ave.
Hillsboro, Ore. 97123

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

Form No. E-378—SM—7-66

OREGON STATE HIGHWAY DEPARTMENT

3-1-1123

Report on Expected Over-run of Project Authorization

Project Name West Slope - Beaverton Date Sept. 22, 1966

Highway Tualatin Valley Contract No. 6874

County Washington Kind of Work Grading & Paving Contractor Cascade Const. Co. Inc.

Contract Amount $ 132,082.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
#2 - General Excavation, Unclass.	+2,520	4.75	$11,970.00
#6 - Stone Base	+2,900	3.05	8,845.00
#7 - Plant Mix Bit. Base	+ 700	6.30	4,410.00
#14- 12" Storm Sewer Pipe	+ 550	2.85	1,567.50
#15- 18" Storm Sewer Pipe	+1,238	5.00	6,190.00
#16 - 21" Storm Sewer Pipe	+ 300	7.00	2,100.00
#17- Concrete Manholes	+ 5	300.00	1,500.00
			$1,385.00
Minor items, unitemized algebraic total			
			$ 170,049.50
Subtotal			$ 11,570.00

Approved work orders (Price, extra work and state force orders)

Expected over-runs and under-runs in work orders:		Amount
Major items, itemized:	APPROVED BY STATE HIGHWAY COMMISSION DATE 10-6-66	
E.W.O. #1 - Flagging		-$2,500.00
Minor items, unitemized algebraic total		0
		$ -2,500.00
Subtotal		$ 11,242.56
Authorization for engineering		$ 4,737.44
Expected over-run or ~~under-run~~ of engineering authorization		$ 0
Costs not included above (explain)		$ 2,116.69
Allowance for future contingencies (4 % of work remaining)		$ 0
Credits to come from transfers and deductions		$ 197,236.19
Present estimate of project cost		

Brief Statement of principal causes of over-run: Additional excavation was required on the project in order to remove unsuitable areas prior to paving. This increased excavation required additional base rock to complete project. Additional pipe added in Salem office after plans were made and job advertised. Excavation shown on plans, R. Sta. 105 to 113, took out existing 12" pipe which was replaced with 18" pipe. In the past, the 12" was too small to carry drainage. Replacement pipe not shown in plans.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 158,098.50
Present estimate of project cost	$ 197,236.19
Expected over-run (Amount)	$ 39,137.69
Expected over-run (per cent)	24.76

Space to right of this line is for use of Salem office.

Submitted by: Lowell F. [illegible] Resident Engineer

Confirmed by: C. T. Kenny, Asst. Division Engineer

Noted by: [signature] for Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 52181

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JUL 20 1966

FOR FILING

34-1123

6874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1966

SUBJECT: Proposed Highway Safety Improvement Projects

To: F. B. Klaboe
Asst. State Highway Engineer
B u i l d i n g

Transmitted, herewith, for your use in the safety improvement project programming are documentation data for the following projects:

West Slope--Beaverton Section, Tualatin Valley Highway

Coast Fork Willamette River Bridge Sec., Springfield-Creswell Hwy.

Snake River (Ontario Spur) Bridge Sec., Olds Ferry--Ontario Hwy.

Wauna Interchange Section

The above listed projects are justified on the basis of engineering judgment.

F. B. Crandall
Traffic Engineer

RER:djb
Attach.

NOTED
F. B. KLABOE

write to Young 7-19-66
Pl put plans.
FBK

7-18

West Slope--Bea[illegible]ection

SAFETY IMPROVEME[illegible]ROJECT

Date July, 1966 Highway Tualatin Valley

Route No. FAP 32 Highway No. 29 M.P. 1.55 to M.P. 2.90

Urban [x] Rural [ ]

Accidents from 1-1-63 to 12-31-65 Average Daily Traffic for 1965 15,000

Total Accidents 322 Persons Injured 155 Persons Killed 2 Accident Rate 9.98 acc. per mil veh. mi.

Design Speed - No. Lanes 4 Parking no Type Terrain level

Alignment: Horz. straight Vert. level Shoulders Var.

Type of improvement Widening and installation of left turn channelization

Estimated cost of improvement: $ 150,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The numerous intersections and the high traffic volume on this section constitutes hazardous turning movement conditions to and from this facility. The proposed improvement should significantly reduce these turning movement hazards.

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AUG 24 1966
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24-1103
6874

July 7, 1966

Cascade Construction Company, Inc.
Foot of S. W. Abernethy Street
Portland, Oregon

Gentlemen:

The State Highway Commission on June 16, 1966, accepted your proposal for grading and paving on the West Slope-Beaverton Section of the Tualatin Valley Highway near Beaverton in Washington County for the sum of $132,082.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer on July 6 awarded you the project, which has been assigned Contract No. 6874.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

RECEIVED
MAR 28 1966

Commissioners
Wayne L. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

24-11-2
6874

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

March 25, 1966

Routing

Morgan	Peace
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
MAR 28 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 16, 1966 which enclosed prospectuses for the following projects:

1. West Slope-Beaverton Section, Tualatin Valley Highway, Washington County.

2. Rock Creek-Gnat Creek Section, Lower Columbia River Highway, Clatsop County.

3. Elk Creek-Blue River Section, McKenzie Highway, Lane County.

4. Coast Fork Willamette River Bridge-Creswell Interchange Section, Springfield-Creswell Highway, Lane County.

We concur with the comments of the Oregon Fish Commission in their letter dated March 23, as regards fish protective requirements on these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski.

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

3-28-66 Copies to:

F. B. Klaboe	J. E. Morelock
L. H. Young	L. W. Rulien (2)
Frank Hall (4)	R. D. Asburry (2)
T. C. Roake	L. R. Chandler (4)

fp

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MAR 28 1966
COMMISSIONERS
HERMAN A. WEIDENBORNER, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON
FOR FILING
34-1122
6874

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG. 1400 S. W. 5TH AVENUE
PORTLAND 97201

Routing
Morgan
Durbee
Nees
Morelock
Trout
Scott
Wille
Litchfield
Olson
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MAR 25 1966
CONSTRUCTION
DIVISION

March 23, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following named highway prospectuses transmitted to us by your letter dated March 16, 1966 have been examined:

West Slope-Beaverton Section, Tualatin Valley Highway, Washington County.

Rock Creek-Gnat Creek Section, Lower Columbia River Highway, Clatsop County.

Elk Creek-Blue River Section, McKenzie Highway, Lane County.

Coast Fork Willamette River Bridge-Creswell Interchange Section, Springfield-Creswell Highway, Lane County.

Fish passage must be maintained on Big Noise Creek and Rock Creek in Clatsop County, in Blue River and Coast Fork Willamette River in Lane County.

We request that the existing culverts on Rock Creek and Big Noise Creek be removed after the new section of road is completed.

Sincerely,

EDWARD K. MEUSAMER
DIRECTOR OF [illegible]NG

cc: Oregon State Game Commission

3-25-66 Copies to:
F. B. Klabo
L. H. Young
Frank Hall (4)
T. C. Roake
[illegible] Cook
[illegible] (2)
R. D. Asbury (2)
L. R. Chandler (4)
fp

NOTED
F. B. KLABOE

RECEIVED
MAR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1966
FOR FILING

34-1123

6x74

3-16-66

Prefix No. 34-1433

NOTED
R. L PORTER

LOCATION PROSPECTUS
WEST SLOPE-BEAVERTON SECTION
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY

HIGHWAY: Tualatin Valley, State Primary No. 29, Federal-aid Primary No. 32.

TERMINI: The northerly terminus is at M.P.1.55 which point is at S.W. 87th Avenue. The southerly terminus is at M.P. 2.90 which point is at S.W. 114th Avenue.

LENGTH: The total length of the project is 1.35 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. This project is for widening and to provide left turn refuges at major intersections plus an overlay of the existing pavement. Reconnaissance was conducted by the Resident Engineer. Drainage studies will be made and any problems resolved. Soils investigations will be conducted. An economic analysis is not needed at this time. There are no airports affected by the proposed project.

CHARACTERISTICS: Existing ADT 15,500; projected ADT 29,500.

STANDARDS: Class "A(4)" highway with the grade and curvature determined by the existing alignment.

TYPICAL SECTION: The typical section will consist of four 11-foot travel lanes with 2-foot shy distances and a 12-foot median which will be used as a left turn refuge for the majority of the project. There are some critical areas that the median may be reduced in width to not less than 2 feet. This will be a curbed section in most instances.

ACCESS: Direct to pavement limited as to location, width and unrestricted as to land use.

BASE DESIGN: The tentative base design for construction is:

	New Work	Work Over Existing
Paving	1-1/2" A.C. Final	1-1/2" A.C. Final
	3-1/2" A.C. Immediate	3-1/2" A.C. Immediate
Top Course Base	3 " Plant mix Bituminous Base	
Bottom Course Base	16 " Crushed Base	
Total Depth	24 "	

NOTED
FORREST COOPER

BRIDGES: There is a 10' x 7' RCBC at M.P. 2.80 which may require widening or adjustment.

UTILITIES: Routine utility adjustments are anticipated.

MATERIALS: Investigations for suitable material will be made and referenced to the line.

AGREEMENTS: None required.

PARKS OR REST AREAS: None affected.

March 16, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. W. Rulien (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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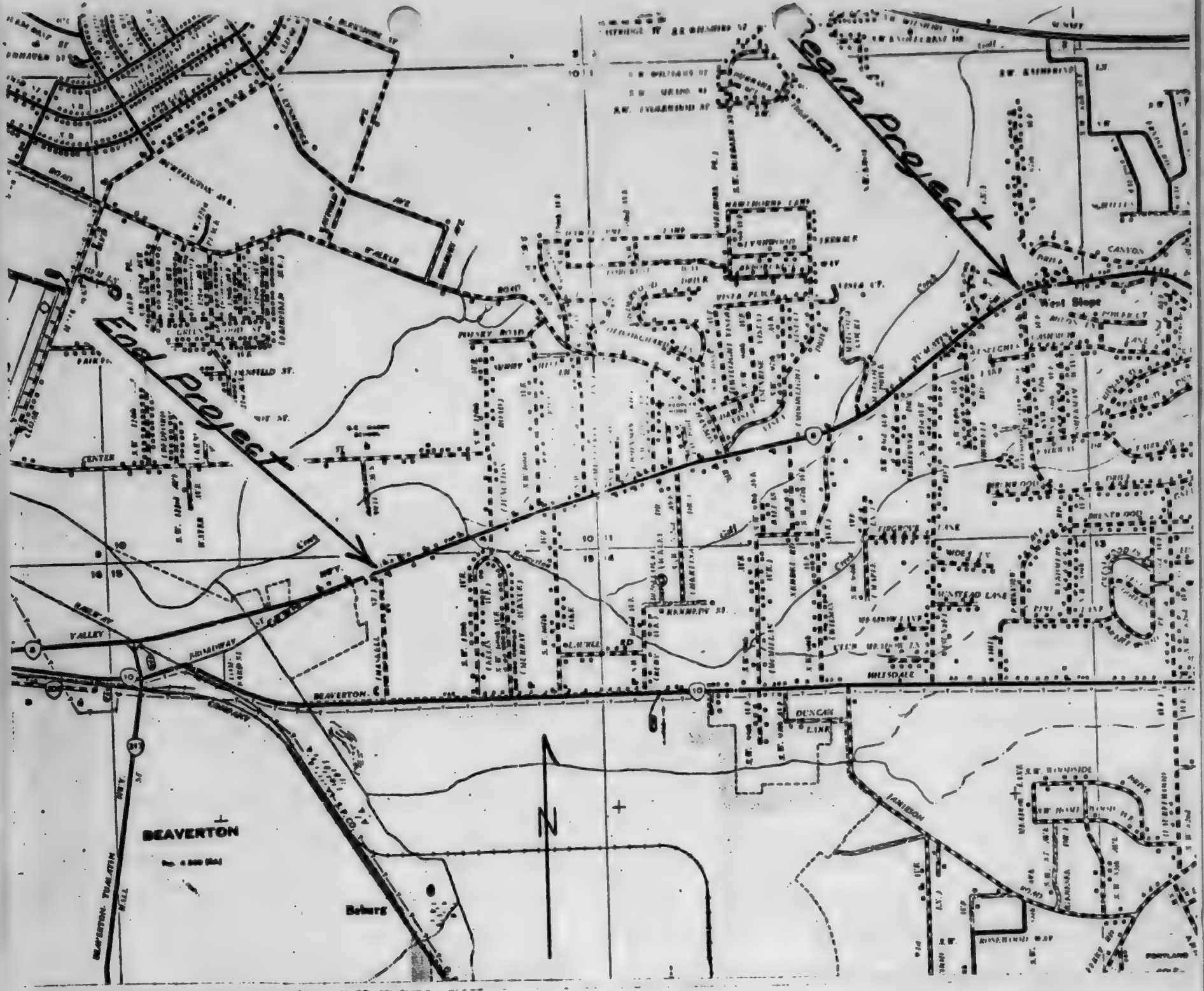
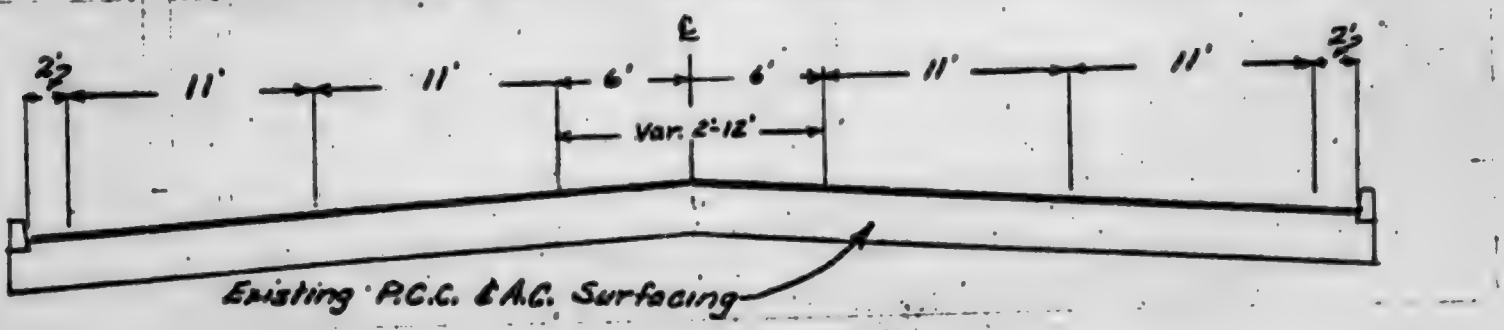
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER





Prospectus Map
West Slope - Beaverton Sec.
Tualatin Valley Highway
Washington County

RECEIVED
FEB 3 1966

FOR FILING

C-1125
C874

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1966

SUBJECT: Assignment No. 4065 - Edwards
Proposed Spot Improvement Project
Tualatin Valley Highway
West Slope - Beaverton

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

4065
347K

Reference is made to your assignment No. 347 dated January 20, 1966 on the subject project.

The Division has been instructed by this office to complete a field survey for this work so that plans can be worked up right away. In the area where the Tualatin Valley Highway crosses our future Beaverton-Tigard Highway, the widening is to be done so as to fit the design of the future Beaverton Interchange. The box culvert at Beaverton Creek will be lengthened under this widening contract.

The above information was discussed with you recently by Mr. Barbee.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fp
Enc.
cc L. W. Rulien

347K

RECEIVED
FEB 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 50M 9-63 SP16470-734

Routing
I Morgan
Decker
Bond
Service
E
P. E. KLABOE

RECEIVED DEC 3 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 4, 1965

CONSTRUCTION DIVISION

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem

SUBJECT: Assignment 4065-Edwards
Proposed Spot Improvement Project
Tualatin Valley Highway
West Slope - Beaverton

This past summer as a part of our Division I state construction overlay contract the Tualatin Valley Highway was overlaid from Sunset Highway to West Slope with the overlay terminating at 87th Avenue, M.P. 1.55. In addition and with cooperative funds from the City of Beaverton we overlaid the T.V. Highway through Beaverton toward West Slope and channelized for left turns at various locations. This job came back toward West Slope and terminated at 114th or M.P. 2.90. Thus there is a 1.35 mi. section from West Slope to Beaverton which has not been overlaid and which includes portions that are rather high accident sections, primarily due to the high volume of traffic on this facility and the numerous points at which left turns are made.

Basically we have widths to overlay and channelize for left turns. However, there are a few points on this section where alterations in existing curbs should be made and a few points where additional storm drain and new curbs should be installed in order to make this a final and upgraded facility. We estimate the cost of this work at $60,000 and believe it to be a very worthy project for spot improvement. If you approve this section for this program, it will be necessary for us to do a very minor amount of survey work so that the plans can be worked up for contracting.

Map for this back to Keasey 1-27-66 Don Trout

Recommend part in Mill if money available

L. W. Rulien
Division Engineer

LWR:lh

Enc

RECEIVED
NOV 5 1965
STATE HIGHWAY ENGR.

FORM E-20 80M 7-64 SP*6228-734

1990

NOV 1 65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 28, 1965

SUBJECT: West Slope-Beaverton Section
Tualatin Valley Highway
ORE8 - Hwy. #29 - M.P. 1.64 to M.P. 3.18

To: Tom Edwards
Asst. Highway Engineer
BUILDING

The subject section experiences an accident rate considerably above the norm and is a likely section for a spot improvement project.

Pertinent Accident Data

1964 Accident Rate (norm is 3.23)	12.62
1964 Div. I Priority	34
Intersectional Accidents	61
Non-Intersectional Accidents	49
Total Accidents	110
Of Total 110, RE and TRN Accidents	79
Total Persons Injured (no fatalities)	51

15000+ ADT 1964

Most of the rear-end and turning type accidents which predominate are traceable to the "sitting duck" left-turning vehicle and it could be remedied by provision of a left turn refuge lane.

The present section is PC concrete providing four moving lanes with 8 to 10 foot oiled shoulders. This section should be revised to provide four moving lanes plus a medial left turn lane throughout the section except at Walker Road. This can be accomplished with an AC overlay job and prohibition of parking. This PC concrete is getting pretty ragged and could stand an overlay job in any event.

You will note the plan indicates this left turn lane continuous throughout the section except at the Walker Road intersection. Here a curb setback involves some problem by reason of lay of the ground, abutting property establishments and driveway accesses thereto. The left turn movement at this intersection amounts to only 75 per day and lack of a left turn lane is not a critical thing.

I recommend that we set this up as a Federal-aid participating spot improvement project and in this direction the Construction Division proceed with preparation of plans looking to contract.

Rulon Recommend BF Lost

FBC:njc
Attachment

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. Crandall
Traffic Engineer

20-1136 19th St.- E. City Limits 1966
(Springf.) Sec., McKenzie Hwy.
#6875 (Grad., pav., sign. & signal)

QA 3108
QA 3076

RECEIVED
DEC 19 1968
FOR FILING

20-1136

6875

12-19-68

Case Settled

file

STATE OF OREGON
COUNTY OF LANE } ss. No. 88722

To FLOYD QUERY

YOU ARE TO PRODUCE all records of the Oregon State Highway Commission pertaining to contract between the Commission and Wildish Construction Co. for McKenzie Highway between 19th and East City Limits of Springfield, including the contract, all plans, specifications and drawings and general and special conditions, all progress reports, payment records and records as to time of performance and completion.

Contract 6875

IN THE NAME OF THE STATE OF OREGON

You are hereby commanded to be and appear before the Circuit Court for the County of Lane, at the Court House, in Eugene, in said County, on the 20th day of December A. D. 19 68, at 2:00 o'clock P. M. of said day, to give evidence in a cause wherein WILLA JEAN BRUNS, by her guardian, Betty Arter, is Plaintiff, and WILDISH CONSTRUCTION CO. is Defendant, on the part of Plaintiff

Witness my hand and seal of Said Court, affixed at Eugene this 17th day of December, 19 68 INA RANDOLPH Clerk

By DONNA LARSSON Deputy

STATE OF OREGON
COUNTY OF LANE } ss.

I hereby certify that the above subpoena is a true and correct copy, and the whole thereof, of the original Subpoena.

Check returned to Lucas 12-19-68

C29-071-05

J. H. Hendricks Sheriff

~~By~~ of Attorneys for Plaintiff ~~Deputy~~

NOTED
FLOYD QUERY

RECEIVED
JUN 3 - 1968
FOR FILING
20-1136
6112

May 31, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $2,931.50 will be made to Wildish Construction Company on Contract No. 6875 for grading, paving, signals and signing on the 19th Street-East City Limits (Springfield) Section of the McKenzie Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,634,446.78, including the post-final payment. Of the total, $13,593.44 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Head, Assistant Secretary

wln

cc Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

bc C. H. Maison
Attn: John Herr

RECEIVED
MAY 22 1968
FOR FILING
20-1126
6875

May 22, 1968

Mr. Leonard A. Wildish, President
Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Dear Mr. Wildish:

This morning we received your letter of May 21 concerning payment of an amount retained on Contract No. 6875 pending a settlement with the Springfield Utility Board for a damage claim.

We are forwarding to the Office Engineer your letter and the letter from the Springfield Utility Board indicating that their claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:go

cc: Mr. L. H. Young

WILDISH CONSTRUCTION CO.

EXCAVATING and SAND & GRAVEL

PHONE 746-2571
P.O. BOX 1106
EUGENE, OREGON - 97401

May 21, 1968

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION,
State Highway Department,
Salem, Oregon 97310

Re: Contract No. 6875
Estimate No. 19 Final.

Gentlemen:

Your letter dated March 18, 1968 (copy attached) refers to a retainage of $ 2,931.50 pending final settlement of a bill owed by us to Springfield Utility Board.

We have made settlement of this amount (see detail attached) and trust that it is now in order to remit to us this retainage.

Very truly yours,

Leonard A. Wildish, President

LAW/bht

RECEIVED
MAY 22 1968
OREGON
STATE HIGHWAY COMMISSION

CITY OF SPRINGFIELD
MUNICIPAL
POWER AND WATER

PHONE 746-8451 346 MAIN STREET P.O. BOX 300
SPRINGFIELD, OREGON - 97477

May 17, 1968

RECEIVED
MAY 16 1968
WM FISH

Mr. Norman Wildish
Wildish Construction Company
P. O. Box 1106
Eugene, Oregon

Dear Mr. Wildish:

At its regular meeting on Wednesday, May 15, the Springfield Utility Board reluctantly, and unhappily, approved acceptance of your proposal that unpaid damage claims in the amount of $2,931.50 made against your company by the Springfield Utility Board in connection with alleged damages to municipal water system facilities during the East Main Street Widening project be settled by your payment of 50% of the total amount, or $1,465.75.

In accordance with the Board's action you are hereby advised that receipt of your payment in the amount of $1,465.75 will discharge your obligation with respect to the claims involved, as shown on our enclosed Invoice No. 1434.

Enclosed is our check in the amount of $575.44, covering bills rendered to us by the Wildish Sand and Gravel Company, Wildish Concrete Company, and Wildish Construction Company, on which we have withheld payment pending settlement of our claims against your company. A summary of these bills is enclosed.

Sincerely,

SPRINGFIELD UTILITY BOARD

Jack R. Criswell

Jack R. Criswell
Superintendent

JRC:1
cc: State Highway Dept. Roseburg - John Holcomb
State Highway Dept. Salem - Jess Jones

INVOICE

SPRINGFIELD UTILITY BOARD

OWNED AND OPERATED BY AND FOR THE PEOPLE

Post Office Box 300 — Phone 746-8451

SPRINGFIELD, OREGON - 97477

Nº 1434

WILDISH CONSTRUCTION COMPANY
P.O.BOX 1106
EUGENE, OREGON

DATE May 17, 1968 REFERENCE: JT 13,311

SUMMARY OF SPRINGFIELD UTILITY BOARD INVOICES TO WILDISH COMPANY

INVOICE #	DATE	AMOUNT	AMOUNT PAID	DATE PAID	BALANCE
912	10/5/66	$ 327.83	$ 181.61	10/23/67	$ 146.22
935	10/31/66	1,216.63	715.02	"	501.61
971	12/8/66	985.50	249.75	"	735.75
993	1/4/67	1,047.70	525.24	"	522.46
1151	6/29/67	133.77	133.77	"	--0--
1184	8/10/67	328.98	129.35	"	199.63
1209	9/5/67	304.00	--0--		304.00
1210	"	212.98	212.98	"	--0--
1222	9/18/67	565.35	--0--		565.35
1271	11/7/67	97.64	97.64	11/17/67	--0--
Billed in error (Inv.#935)		(43.52)			(43.52)
TOTALS		$5,176.86	$2,245.36		$2,931.50

Above claims to be settled by your payment of 50% of the outstanding balance $1,465.75

SPRINGFIELD UTILITY BOARD

Jack R. Criswell

Jack R. Criswell
Superintendent

JRC:1

Springfield Utility Board
P.O.Box 200
Springfield, Oregon 97477

No. 267

WILDISH CONSTRUCTION CO.
P. O. Box 1106 — Eugene, Oregon 97401
OFFICE LOCATED AT 5001 FRANKLIN BLVD.

DESCRIPTION	DATE	INVOICE #	AMOUNT	DEDUCTIONS	BALANCE	VERIFICATION FACTOR
Balance due on damage claims for Jack R. Criswell letter dated May 17'68			$1,465.75			2,931.50

WILDISH CONSTRUCTION CO.
P. O. Box 1106 — Eugene, Oregon 97401
OFFICE LOCATED AT 5001 FRANKLIN BLVD.

No. 267

96-17
1232

PAY TO THE ORDER OF	DATE	CHECK NO.	AMOUNT
Springfield Utility Board	May 20'68	267	$ 1,465.75

EUGENE MAIN BRANCH
THE FIRST NATIONAL BANK OF OREGON
EUGENE, OREGON

WILDISH CONSTRUCTION CO.

NON NEGOTIABLE

⑆1232⑈0026⑆ 0 00075 2⑈

RECEIVED
MAR 20 1968

FOR FILING

20-1136

6875

March 18, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6875 awarded to Wildish Construction Company for grading, paving, signals and signing on 19th Street-East City Limits in Springfield on the McKenzie Highway in Lane County was completed on October 17, 1967, and accepted by the Highway Commission on March 15, 1968.

Final payment in the amount of $45,519.94 will be released to the contractor after March 25, 1968. The total contract amount is $1,631,515.28 including $13,593.44 for work performed under force account. We are retaining $2,931.50 pending final settlement of a bill owed by the contractor to Springfield Utility Board.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 18 1968
FOR FILING
20-1136
6X75

March 15, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 17, 1967, on Contract No. 6875. The contract was with Wildish Construction Co. and was for grading, paving, signals and signing on the 19th Street-E. City Limits (Springfield) Section of the McKenzie Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 15, 1968 and that you concur in this procedure at the Commission meeting on April 16.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klabee
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
C. T. Keasey

jes jes

RECEIVED
APR 3 - 1968
FOR FILING

4 L

26-1136
6875

March 8, 1968

MISC. CONTRACTS and AGREEMENTS No. 3876

City of Springfield
City Hall
Springfield, Oregon 97477

Attention: N. L. Teague
City Recorder

March 4l
Mar. 5, 1968

Gentlemen:

Attached for your files is a fully executed copy of a construction-finance agreement (letter form) covering the 19th Street-East City Limits Section of McKenzie Highway in Lane County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Attachment

cc H. S. Cox
(conformed copy)

RECEIVED
JAN 31 1968
FORESTRY
20-1136
6875

January 31, 1968

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 5 Commission meeting will be a construction-finance agreement (letter form) with the Springfield City Council pertaining to the 19th Street-East City Limits Section of the McKenzie Highway (US126). This is an amendment to the original agreement approved by you on April 21, 1966.

This letter-form agreement provides for reimbursement of City-owned utilities and facilities relocated or reconstructed as a part of the project and clarifies the intent of the original document. The original document will remain in full force and effect except as amended.

This project has been constructed and opened to traffic and approval of this document will help clear the way for finalizing its costs.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler
H. S. Cox

DNH:mm jes

RECEIVED
FEB 19 1968
FOR FILING

20-1136
6815

January 24, 1968

#2

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission at its meeting on January 23 considered your request for an extension of time on Contract No. 6875 on the 19th Street-East City Limits (Springfield) Section of the McKenzie Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an increase of two calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc L. R. Chandler
A. W. Bates
L. H. Young
F. D. Morgan
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6875 Contractor Wildish Construction Co.

Highway McKenzie

Section 19th St. - E. City Limits (Springfield)

Kind of Work Grading, Paving, Signals and Signing

It is recommended that the request for increase in the number of ~~work~~ calendar days within which to complete said contract be ~~REJECTED~~ GRANTED. The reasons for such recommendation are as follows:

Delays in mailing contract forms and furnishing revised traffic signal plans justify an increase of 2 calendar days.

Recommended for Approval:

Asst. Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6875
Project designation	State (State-Federal)
Date awarded	7-6-66
Work started	7-12-66
Per cent completed	10-17-67 (Date) 100%
No. of Calendar Days Allowed	440
No. of Calendar Days Used	442
No. of Added Days Requested	2

State Printing 37000

E—330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 30, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 440 days to 442 days, within which to complete our Contract No. 6875, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letters

Respectfully submitted,

WILDISH CONSTRUCTION COMPANY
Contractor

By H. W. Wildish

CONSENT OF SURETY

Date December 1, 1967

We, United Pacific Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Darwin K. Allison
Attorney-in-fact

Darwin K. Allison (SEAL)
Resident Agent

RECEIVED
DEC 19 1967
FOR FILING

20-1136

6875

December 19, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 2
January 23, 1968 meeting

Gentlemen:

Wildish Construction Company, contractor on the 19th Street-East City Limits (Springfield) Section of the Mohawk Highway in Lane County, Contract No. 6875 (a state project), has requested an increase of two calendar days.

There was a delay in mailing the contract forms to the contractor because of right-of-way complications. Bids for this project were let June 9 and the contract forms were mailed July 21. This 42-day interval would justify an increase of 22 calendar days under the contract specifications.

I recommend that the calendar days be increased by two which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

DES.nn fn

FORM E-20 BOM 72-68 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
19th St.-E. City Limits (Springfield)
McKenzie Highway
Contract 6875

We have received from Wildish Construction Company, contractor on the subject contract, the attached request for an increase of 2 calendar days. The contractor's request is based on a delay in award, an ordered stoppage of paving work, a delay in receiving revised traffic signal plans, changes in plan work and delays caused by wet weather.

There was a delay of 28 days between the date bids were received and the contract was awarded. The contract specifications authorize extensions of time when there is a delay in excess of 20 days between the date bids are received and the contract forms are mailed to the contractor. Bids on this contract were received June 9, 1966. The contract was awarded July 6 (this is the 28 days mentioned above), and the contract forms were mailed to the contractor on July 21. This represents a 42 day delay which would justify an increase of 22 calendar days.

The revised traffic signal plans for 42nd and Main were not submitted to the contractor until September 14, 1967. Because of this late revision, the contractor was unable to organize his work, order materials, etc., in time to complete the project within the specified number of calendar days.

On October 15, 1967, the specified calendar days expired. The only work remaining to be completed at that time concerned the revised traffic signals. The contract was completed October 17, 1967. An increase of 2 calendar days for this late completion is justified for the above reasons.

All of the contractor's other reasons are either connected with the traffic signal revision, did not materially increase the time required to perform all of the contract work or are not valid. The stop order on paving was issued when acceptable work could not be performed during the winter. Weather conditions which delayed painting of signal poles are not a justifiable reason for a time extension.

RECEIVED
DEC 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

As noted above, the contract was completed October 17, 1967, at which time 2 days had been assessed in excess of those allowed, amounting to $400 in liquidated damages. Based on the delays in award and providing the contractor with the revised signal plans mentioned above, we recommend that the calendar days be increased by 2 which will eliminate all liquidated damages.

This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB:DES-nn
Encs.
cc: L. H. Young

November 17, 1967

A.W. Bates
Resident Engineer
Oregon State Highway Dept.
152 North 28th St.
Springfield, Oregon 97477

Ref: Oregon State Highway Department Contract # 6875
Time Extension Request

The calendar day count on the above project continued two days beyond the time allowed by the contract. May 9, 1967, we wrote you a letter pointing out this possibility.

Our working schedule for the 1967 season was filed with your office about two months previous to that. Work began at the earliest feasible day and was pressed with all urgency. With the cooperation of your department in changing procedures and stabilizing soil with lime, we were able to substantially complete the job within our work day schedule and gain back much of the time we lost described in the above mentioned letter.

The job was bid June 9, 1966 and the contract was not awarded for the full allowable 30 days, thereby shortening the 1966 season and crowding the work into the 1967 season. Our plans were to install as much storm sewer as possible in the first season and drain the ground, allowing an early start in the Spring of 1967. The delay in award disrupted this and caused us to do a substantial amount of construction under less favorable conditions.

Your order of January 12, 1967 stopping our paving operation was also a factor in the completion of the operation. Stopping the top paving left the base asphaltic concrete to accumulate debris for a longer time, making a more difficult and costly job of preparing it for the top lift; also adding to the work load during the summer months of 1967.

Our Sub-Contractor, Hamilton Construction Company, was delayed as described in the enclosed copy of its letter of October 20, 1967.

For the above reasons and explanations an extension of time for two days is hereby formally requested.

Respectfully,

Norman E. Wildish
WILDISH CONSTRUCTION COMPANY

NEW:dlm

enc:

WIRING PHONE 345-8712 REPAIRING

HAMILTON ELECTRIC INC.

ADEQUATE WIRING SERVES AND SAVES

232 W. 5th AVE. P. O. BOX 708 EUGENE, OREGON 97401

October 20, 1967

Wildish Construction Company
P.O. Box 1106
Eugene, Oregon

Attention: Norm Wildish

Dear Mr. Wildish:

Re: Signing and Signals 19th St. - E. City Limits Springfield.

We believe that the State of Oregon Highway Department should waive any penalty imposed on the failure to meet the scheduled completion date (October 15) of the subject job for the following reasons:

1. The final State Highway Dept. revised plans were not received by us until September 14th, about 4 weeks prior to the scheduled completion date. We could not commence all of our work until the revised plans were received.

2. The existing pole on the Northeast corner of 42nd Street was left in it's original location and had to be painted to match existing poles. The State did not notify us of this change until October 12.

3. The State Engineers overlooked two conductors on the overhead span at 42nd Street from the Southeast to the Southwest pole. This required us to install an extra cable. This was not brought to our attention until October 13.

4. The weather (rain and fog) on October 13 and on October 16 made it impossible to paint until October 16 at noon time. At that time we proceded with and completed the painting.

5. The late receipt of the State revised plans caused delays in the receipt of materials from our suppliers since we could not order until we received the revised plans.

The changes included adding one interior illuminated sign,

changing the size of one signal head, adding one new loop detector, changing the length of two loop detectors, and adding one loop amplifier which had to be wired into the controller. The revised signal head, for example, was not received by us until October 13 and had to be installed after that date.

Because of these reasons we feel that the delay beyond the scheduled completion date was not due to our negligence but rather to reasons beyond our control.

Very truly yours,

HAMILTON ELECTRIC, INC.

Allen E. Hamilton, Jr.

Allen E. Hamilton, Jr.

AEH/bh

cc: Al Bates

20-1136 6875 C

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 19th St.--E. City Limits (Springfield)		WEEK ENDING: Dec. 29, 1967
		SECTION PREFIX: 20-1136
HIGHWAY: McKenzie		COUNTY: Lane
NAME OF JOB: 19th St.--E. City Limits(Springfield)	KIND OF WORK: Grading, Paving, Signing, Signals	
CONTRACTOR: Wildish Construction Co.	CONTRACT NUMBER: 6875	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1966	DATE WORK STARTED: July 12, 1964	ESTIMATED COMPLETION DATE: Oct. 17, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: None MEN: SUPERVISION:	SPECIFIED WORK DAYS: n/a SPECIFIED CALENDAR DAYS: 440	WORK DAYS USED: n/a CALENDAR DAYS USED: 442
PROJECT AUTHORIZATION: $2,045,237.96	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $1,899,798.82	ENGINEERING AUTHORIZATION: $145,439.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,847,047.57	ENGINEERING COST TO DATE: $137,950.75	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT: [redacted] UNDERRUN . . . . . 9 %	PERCENT OF AUTHORIZATION . . . . . 95 %	DATE PROJECT WAS COMPLETED: Oct. 17, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	Traffic Signals
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.85	4.85		4.85	4.85
MILES PARTIALLY COMPLETED	4.85	4.85		4.85	4.85
MILES COMPLETED	4.85	4.85		4.85	4.85
TOTAL ESTIMATED QUANTITIES (CONTRACT)	174,000	192,350		7.00	73,000
TOTAL QUANTITIES CORRECTED TO DATE	150,750	187,800		8.00	64,520
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	150,750	187,800		8.00	64,520
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy/showers			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-Final Estimate for this project is complete.

SIGNED Oscar Norberg, Ass't. Bgs. Engr. LOCATION Springfield, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUL 31 1967
FOR FILING
20-1136
6715
1829

July 28, 1967

Mr. Tom R. Johnson
City Engineer
City of Springfield
340 North 7th Street
Springfield, Oregon 97477

Dear Mr. Johnson:

Your letter of July 13 requests comment with respect to the possibility of removing the stenciled pavement arrows which we have recently installed in the left-turn refuge lanes on East Main Street in Springfield.

The use of this type of arrow at left-turn channelization is a standard practice throughout the United States. It is used as a control device to improve the safety operation of an intersection. It provides a driver desiring to make a left turn with information to prevent him from turning from the wrong lane. It also indicates to drivers, particularly during the hours of darkness, that this lane is not a through traffic lane but rather a turning lane.

We would be extremely hesitant to remove the arrows since they greatly enhance the safe operation of the intersection. The Oregon Statutes do not prohibit a turning maneuver at these locations. It is legal for opposing traffic to turn not only through the painted channelization, but also through the left-turn lane if they so desire.

Since these devices perform important safety functions, I could not recommend their removal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe-FBK1829
F. B. Crandall
L. R. Chandler

LEG:mk srb

REFERRED TO
Malone

5738

JUL 18 67

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477
PHONE 746-8238
AREA CODE 503

ENGINEERING DEPARTMENT
OFFICE ADDRESS
640 NORTH 7TH STREET

MAILING ADDRESS
CITY HALL
FOURTH AND A STREETS

July 13, 1967

Mr. Forrest Cooper
Oregon State Highway Engineer
State Highway Department Building
Salem, Oregon

Subject: Main Street 4-Lane Paving, Springfield, Oregon; Request for traffic control information

Dear Mr. Cooper:

A portion of the subject project has been completed and your traffic control representatives have painted lane stripes and certain directional arrows on the completed paved areas.

We have received a number of complaints from commercial establishments and others concerning the left turn directional arrows located in refuge lanes. It is claimed that these arrows discourage potential customers from turning left across the median from the right-hand side of the street between street intersections. It has been requested of us that all left turn arrows in all refuge lanes be either obliterated or omitted.

It would be appreciated if you would make comment in regard to the feasibility and/or possibility of your Department complying with requests for omission of the arrows in question.

Very truly yours,

Tom R. Johnson
City Engineer

RECEIVED
JUL 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

TRJ:bw

cc: Mr. Claude D. Malone, Jr., City Manager
Mr. L. H. Wojcik, Councilman

copy FC

FORM E-123X 80M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. KRAUSE
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUL 26 1967
FOR FILING
2- 1136
6875

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 20, 1967

NOTED
R. L. PORTER

Mr. Edward C. Harms, Jr., Counsel
Springfield Utility Board
346 Main Street
Springfield, Oregon

Re: Wildish Construction Co.
19th Street to East City Limits
Contract No. 6875

Dear Mr. Harms:

I have your letter of July 13 with respect to the claims your client has against Wildish Construction Co. in connection with the above contract.

It appears your claims are as yet unliquidated and in the instance of other such claims the Commission has not seen fit to exercise such rights as it may have under its contract to withhold contract payments towards reimbursement of such claims. We will, however, notify the contractor of his obligation under the contract in this regard.

I might also call to your attention the case of Pacific Northwest Bell Telephone Company vs. DeLong Corporation which appears in Vol 84, page 537, of the Oregon Advance Sheets. I believe you will agree that under the authority of this case the Board has a very plain remedy.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg
cc Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Frank Morgan
Mr. Floyd Query

RECEIVED
JUL 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 20, 1967

Wildish Construction Company
5001 Franklin Boulevard
Springfield, Oregon 97477

Re: Wildish Construction Co.
19th Street to East City
Limits
Contract No. 6875

Gentlemen:

The State Highway Commission is in receipt of Mr. Edward C. Harms' Jr. letter of July 13, 1967, on behalf of the Springfield Utility Board, asserting certain claims for damages to its water mains occasioned by your construction work under the above contract.

I am obliged to call to your attention with respect thereto the provisions of the Standard Specifications, Section 7, Article 7-24, 25 and 26 as to the contractor's responsibility for such damages.

Very truly yours,

C. E. ROHDE
Chief Counsel

CER:bg

cc Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Frank Morgan
Mr. Floyd Query

CITY OF SPRINGFIELD
MUNICIPAL POWER

PHONE RI 6-2574 346 MAIN STREET SPRINGFIELD, OREGON

July 13, 1967

Edward C. Harms, Jr.
Attorney at Law
223 North A St., Suite D
Springfield, Oregon 97477

RECEIVED
JUL 14 1967

Mr. G. E. Rhode, Chief Counsel
Oregon State Highway Commission
State Highway Building
Salem, Oregon

19 Wildish Co. Highway
6295

Re: East Main Street Improvement Springfield - Wildish Construction Co.

Dear Mr. Rhode:

I am the attorney for the Springfield Utility Board. The Springfield Utility Board holds certain claims against Wildish Construction Co., the contractor on the East Main paving job for the repair of water line breaks on East Main Street occasioned by reason of Wildish' construction activities on the state highway project there.

These claims total a considerable amount and date back to October 5, 1966; the last of the substantial ones dates back from January and while Wildish has been billed repeatedly for these, no arrangements for payment have been made.

The Springfield Utility Board has been advised that there is a procedure whereby these amounts may be withheld from construction payments which would otherwise be made to Wildish and since we have been unable to reach an agreement with Wildish as to the payment of these claims, we would like to have you advise us of the procedure which we could follow through your department to insure payment of these claims.

We would appreciate your assistance and advice in this matter.

Very truly yours,

Edward C. Harms, Jr.

EDWARD C. HARMS, JR.
Counsel for Springfield Utility Board

ECH:tas

cc: Wildish Construction Company
5001 Franklin Boulevard
Springfield, Oregon 97477

Mr. Jack R. Criswell, Superintendent
Springfield Utility Board

RECEIVED
JUL 6 - 1967
FOR FILING

20-1136
6475

1750

July 5, 1967

Mr. Bob Green
6025 McKenzie Highway
Springfield, Oregon

Dear Mr. Green:

Reference is made to your June 22 letter concerning highway construction adjacent to your property. Our Division Office has investigated this matter, and they advise that our Resident Engineer, Mr. A. W. Bates, has discussed this problem with you.

Apparently, the fill material was placed on your property by the contractor who thought a slope easement had been obtained. It is our understanding that you have advised Mr. Bates that you are willing to sign an easement to allow placement of fill material on a narrow strip of your property.

We appreciate your calling this matter to our attention and trust that the problem has been resolved to your satisfaction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. H. Moehring (R/W File No. 39622)
F. D. Morgan
L. R. Chandler

DES:nn srb

FORM S-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 29, 1967

To: F. D. Morgan
Construction Engineer
SALEM

SUBJECT: Construction Office Assignment #1003-P
(FBK #1750)
Right of Way File #39622
Weise
Contract Purchaser Green
19th St.-E. City Limits Springfield
McKenzie Highway
Lane County

The following information was obtained from A. W. Bates, Resident Engineer on the subject project and L. W. Riley, Right of Way Supervisor. During right of way negotiations with Mr. Green it seems that he had gotten into some type of trouble with the Highway Department on the Oregon Coast Highway and was very unhappy about the outcome. This particular incident did not have anything to do with right of way but with his logging operations. About this same time, Mr. Green was contacted by a right of way agent to obtain a 5' permanent slope easement adjacent to the McKenzie Highway. Since Mr. Green was already unhappy with the Highway Department he was not interested in understanding what the slope easement was about and as a result the slope easement file was cancelled. On about the same date that Mr. Green wrote to the Salem Office (June 22, 1967) the contractor placed dirt on Mr. Green's property inside the 5' slope easement which the State had not obtained, whereupon Mr. Green wrote his letter to Salem. Immediately after the dirt was placed, Mr. Bates had his inspector apologize to Mr. Green and advise him that the dirt would be removed. Mr. Bates then talked to Mr. Green and explained to him why the dirt had been placed along the highway and it seemed that Mr. Green had not understood just what was being constructed. He apologized to Mr. Bates for writing the letter and said that he would sign an easement and that it was alright to leave the dirt on his property.

The Right of Way Department is presently preparing a new easement and will take it to Mr. Green for his signature in the near future. By a copy of this letter I am suggesting that L. W. Riley, Right of Way Supervisor, have Mr. Al Bates accompany his right of way man when negotiating for the slope easement.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQ/pm

Attachments

cc L. W. Riley
A. W. Bates

cc Wolfe

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olsen

RECEIVED
JUN 30 1967
CONSTRUCTION
DIVISION

REFERRED TO
admin
BY SECRETARY

REFERRED TO
Klabe
BY COUNTY STATE HIGHWAY ENGINEER

Said
JUN 24 67

State Highway Department
Salem, Oregon
June 22, 1967

Dear Sirs:

This letter is in regards to the highway that is being constructed in Springfield, Oregon. I live at 6025 McKenzie hwy. and the new highway is tearing up the front yard. The state was suppose to take five feet in the front, but they have already taken at least eight. We were not paid any money whatsoever for the five feet that they took, and as mentioned they have taken eight feet without paying anything. We would like to know if you had planned on paying for this, for we think that it is worth something. If you don't take care of this what is to prevent you from taking the whole place.

We would like an answer to this so we will know where we stand.

DE | ME | ADE | ADE | DRE

JUN 27 1967

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUN 28 1967
CONSTRUCTION
DIVISION

Pease
Moreland
Trout
Scott
Wills
Litchfield
Olson

Bob Green
6025 McKenzie Hwy
Springfield, Oregon

RECEIVED
JUN 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 80M 7-65

RECEIVED
JUN 19 1967
FOR FILING

20-11 c
6875

COMMISSION
GLENN L. JACKSON CHAIRMAN
MEDFORD
KENNETH N. ENDICOTT VICE-CHAIRMAN
WASCO
DAVID B. SIMPSON MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 15, 1967

Mr. Charles O. Porter
Porter & Bach
Attorneys at Law
858 Pearl Street
Eugene, Oregon 97401

Re: Claim for Loss of Business
Mrs. Mary Kooken
dba Hunters Choice Cafe
19th Street - East City Limits Sec.
McKenzie Highway
Contract No. 6875

Dear Mr. Porter:

Your letter of May 23, 1967, addressed to A. W. Bates, our Resident Engineer in Eugene, has been referred through channels to me for reply. I have had the benefit of our field personnel's observations and description in detail of the conditions adjacent to your client's premises from May 8 until construction in the area was completed.

I understand that vehicular access to the cafe was completely shut off for a few hours on May 8, as there was no way to avoid this during excavation for a storm sewer. However, access from 41st Street was possible by means of a ramp or driveway which was placed prior to the end of the shift on that day.

On May 9 and 10, further grading work was impossible by reason of rain and wet ground. On May 11, a second ramp was constructed from the paved portion of the highway directly into the restaurant parking area. I understand that vehicular access both from the highway and from 41st Street was possible at all times thereafter.

I appreciate that your client was subjected to some temporary inconvenience by this construction work. However, it appears that such inconvenience was no different in kind or degree from that sustained by other property owners adjacent to the highway, and I am aware of no legal authority for the Commission to expend public funds to pay for a claim of this type.

Further, our contractor is required to conduct his work so as to insure the least possible obstruction to traffic, and to provide for the convenience of residents along the highway in an adequate and satisfactory manner. Entrances to business places and driveways of all kinds are not to be blocked for more than a few hours. (Standard Specifications for Highway Construction, 1964, Art. 7-21). From the information I have, it is my opinion that these requirements were complied with.

Also, the contractor is responsible for all claims, including those for loss, expense or inconvenience, resulting from the performance of the work (Id., Art. 7-25). Thus, if your client has any enforceable claim by reason of this situation, it appears that her remedy would be against the contractor. Accordingly, we are transmitting a copy of this letter, together with a copy of your letter of May 23, to the contractor, Wildish Construction Co.

Offsetting the temporary inconvenience to your client is the fact that completion of the new, four-lane facility should be of substantial benefit to her and other businesses along this highway.

Very truly yours,

G. E. BOHDE
Chief Counsel

AHJ:gmg:bg
cc - Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Mr. F. B. Klaker
Mr. F. D. Morgan
Mr. L. R. Chandler
Mr. Alfred Bates
Mr. Alan Johansen

RECEIVED
JUN 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1967

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: 19th St.-East City Limits (Springfield)
McKenzie Highway
Lane County
Contract No. 6875

Attached hereto is a copy of a report from Division 3 regarding a letter from Charles O. Porter, Attorney, representing a Mrs. Kooken, and subject claim. Also attached is a copy of a report from Mr. A. W. Bates, Resident Engineer, regarding this matter. Mrs. Kooken is claiming damages in the amount of $408.72 for loss of business during construction of the 19th Street-East City Limits (Springfield) project. Please refer to the attached sketch map, Mr. Bates' report and the attached pictures.

May 8, 1967: Excavated in front of the Cafe. The Cafe closed about noon as there was no way to maintain automobile access to the Cafe during excavation. The ramp to 41st Street was placed at the end of the shift and the Cafe then had access from 41st Street.

Picture No. 1 shows the location of 41st Street and access constructed thereto on May 8. Pictures No. 1 and No. 2 show ramp which was constructed from paved portion of the roadway directly into the restaurant parking area, constructed May 11, 1967.

Picture No. 3 shows storm sewer under construction May 23, 1967.

Pictures No. 4 and No. 5 show condition of approach ramp to restaurant at 4:30 P.M. May 23, 1967.

Since Mrs. Kooken is requesting payment of $408.72 damages for loss of business due to highway construction, I recommend that this report and claim be referred to the Right of Way Division and the Legal Division for review and settlement. I recommend that this claim be denied.

FDM:fw
Enc.
cc L. R. Chandler

RECEIVED
JUN 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

FORM S-20 (REV. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 5, 1967

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: 19th St.-E. City Limits (Springfield)
McKenzie Highway
Contract 6875
Lane County

Enclosed herewith is a copy of a letter from Charles O. Porter, Attorney representing Mrs. Kooken, in regard to a claim for damages resulting from the interference by our highway construction with her restaurant business. Also attached is a letter of explanation and a chronological breakdown of events during the period in question by A. W. Bates, Resident Engineer. As indicated in Mr. Bates' explanation, the restaurant's access was severed during the day of May 8 to the extent that the restaurant could not operate.

It should be pointed out that all of the businesses along Main Street have suffered to some extent as a result of our new construction. The Resident Engineer has made every effort to maintain access to all the businesses and has not received any more than just minor complaints from the business people. This is the first formal complaint that we have received from any property owner.

It is recommended that because of who Mr. Porter is that an answer to this claim originate from the Salem office. It is recommended that it be explained to Mr. Porter that in constructing a new highway of this type, interruption of businesses cannot be avoided and that every effort was made to maintain access to this business. It could further be pointed out that with the new four lane facility, businesses along this road should be greatly helped.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

Routing

Morgan	Pease
Docker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
JUN 1967
CONSTRUCTION
DIVISION

FORM S-30 3M 10-66 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Springfield, Oregon
June 2, 1967

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

SUBJECT: 19th. St. - E. City Limits (Spfld.)
McKenzie Hwy.
Contract 6875
Prefix 20 - 1136

Herewith a letter from Mr. Charles O. Porter presenting a claim for payment of loss of business by a Mrs. Kooken due to the reconstruction of Main St. in Springfield.

I explained to Mr. Porter that we did not pay for such claims. He was very insistent so I told him to write a letter and I would forward his letter with my report.

Mrs. Kooken had apparently complained to Mr. Porter that her driveway was unsafe but we had done everything possible that she had requested except to restore the driveway to its original condition.

Following is a resume of the progress of word in front of Mrs. Kooken's Cafe.

May 8, 1967: Excavated in front of the Cafe. The Cafe closed about noon as there was no way to maintain automobile access to the Cafe during excavation. The ramp to 41st. Street was placed at the end of the shift and the Cafe then had access from 41st. Street.

May 9 & 10, 1967: It was too wet to work and conditions remained the same as at the end of work on May 8th.

May 11, 1967: The grade was still too wet to work however Wildish used a TD-6 dozer to shove the mud out of the way and a ramp was constructed from the paved portion of the roadway directly into the restaurant parking area. The driveway was approximately 35 ft. wide at the pavement edge narrowing to 24 feet.

No further work was done in front of the restaurant until May 22nd. at which time the storm sewer was completed. During construction of the storm sewer the side of the approach was steepened slightly but the approach was not narrowed.

May 23, the storm sewer was completed and the approach was returned to the May 21st condition. May 25th, the base rock was brought up to the edge of the pavement from 40th. to 42nd. Street and people could drive from the flow of traffic onto this area and thus into the Cafe at their leisure.

June 1, the final grading at the curb was completed and the contractor installed curb forms.

The enclosed pictures show the condition of the driveway and it was in approximately this condition from May 11 forward.

Before the start of construction the entire front of the Cafe was open with unrestricted access at all points across the property.

Alfred W. Bates

Alfred W. Bates

Resident Engineer

Encl:

AWB/fo

PORTER & BACH
ATTORNEYS AT LAW
EUGENE LEGAL CENTER
858 PEARL STREET
EUGENE, OREGON 97401

CHARLES O. PORTER
DONALD F. BACH

AREA CODE
503
342-1818

May 23, 1967

A. W. Bates
District Engineer
Oregon State Highway Commission
Oregon State Office Building
Eugene, Oregon

Re: Claim by Mrs. Mary Kooken, dba Hunters Choice
4105 Main Street, Springfield, Oregon

Dear Mr. Bates:

As suggested by you in our telephone conversation Tuesday I am writing this letter to set forth Mrs. Kooken's claim for damages resulting from the interference by your road operation with her restaurant business.

For the period from May 8th through May 21st, 1967 inclusive her damages were $408.72. For the first week in May her net profit per day was $10.14. She has been suffering a daily loss averaging $28.48, which amount multiplied by 14 comes to $408.72, the amount for which we are making demand at this time.

Mrs. Kooken was pleased to hear that you intend to improve the access routes to her restaurant. However, to the extent that she continues to lose money she intends to hold the Commission responsible and will make a subsequent claim for her losses.

If your claims investigator wishes to examine her books and verify these figures, I will be glad to put him in touch with her accountant and to arrange for him to see whatever books are pertinent.

Sincerely yours,

Charles O. Porter

Charles O. Porter

COP:mt

RECEIVED
APR 4 - 1967
FOR FILING

6415

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 27, 1967

SUBJECT: Meeting with Wildish Construction Company Re: Rough Pavement
Goshen-Cottage Grove Section
Pacific Highway
AND
19th St.-Springfield City Limits Section

MEMO TO THE FILES

The following personnel attended a meeting to discuss remedial action necessary to eliminate existing rough pavement on the Goshen-Cottage Grove Section of the Pacific Highway and the 19th Street-Springfield City Limits Project:

WILDISH CONSTRUCTION COMPANY:

L. Wildish
N. Wildish
Wm. Freytag
Wm. Thomas

OREGON STATE HIGHWAY DEPARTMENT

H. E. Mayfield
Alfred Bates
Wm. Beal
J. B. Boyd
John H. Walker

This meeting was held at the Wildish Construction Company offices in Eugene on March 24, 1967.

The main part of the discussion evolved around uniformity and laydown of the asphalt concrete mix. The rough pavement, as far as State personnel were concerned, was caused by variation in aggregate gradation, fluctuation in mix temperature at the time of placement, possible mechanical problems in the laydown machine as well as poor construction methods and workmanship. Some of the problems in mix variation could be attributed to interruptions caused by producing commercial mixes. This also caused interruption in the field laydown operation.

After discussing the problems, it was agreed that a concerted effort to correct them would be made. A meeting will be held with State Engineers, Inspectors, contractors and their operating personnel just prior to the resumption of the paving in order to discuss the opera ting methods. Both the State and contractor representatives believed this would help to eliminate many of the problems previously encountered.

The contractor was advised that work such as was done last fall would be considered unacceptable.

John H. Walker
Assistant Construction Engineer

JHW:fw

cc: F. B. Klaboe
L. R. Chandler
H. E. Mayfield
A. W. Bates

RECEIVED
JAN 6 - 1967

20-113-a
6 X 15

xxxxxxxxx

Roseburg, Oregon
January 4, 1967

Mr. Ralph F. Nicholas
P. O. Box 1001
Springfield, Oregon 97477

Dear Mr. Nicholas:

Your letter of January 2 has been received and its contents reviewed. I had made my previous reply to you with full knowledge of the culture and the conditions existing at the Paramount Arcade. I, being familiar with the problems involved, appreciate your concern but believe it is in the best interest of the travelling public to reaffirm the policies enumerated in my previous letter as these were stated after due deliberation.

We thank you for your interest and appreciate your position.

Very truly yours,

J. B. BOYD
Assistant Division Engineer

JBB/cw
bc Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
A. W. Bates
G. L. Clark

RECEIVED
JAN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

January 2, 1967

Mr. J.B. Boyd
Asst. Division Engineer
Roseburg, Oregon

Dear MR. Boyd:

Your letter dated December 21, 1966 was received--in regard to establishing a left-turn lane into the Paramount Arcade, which I previously stated has 24 separate business establishments. It also has 96 parking spaces which I think puts it into a much greater use than a single business.

It it also used much more than an average city street, therefor, I believe should be given special consideration in relation to its physical use and need.

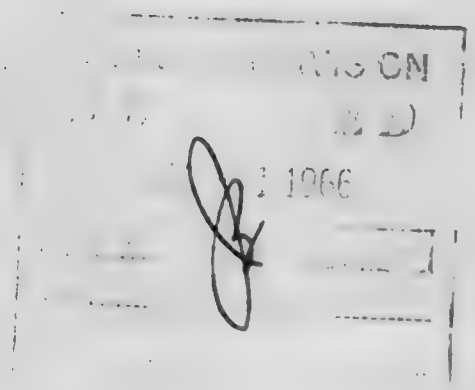
I am sorry, but I did not have the opportunity to meet with the Division Traffice Engineer, Mr. G.L. Clark, when he was here. However, I have talked to the Resident Engineer, Mr. A.W. Bates. I will greatly appreciate your further consideration on a left-turn lane into the Paramount Arcade.

Thanking you for your further consideration,

Very truly yours,

Ralph F. Nicholas

Ralph F. Nicholas
P.O. Box 1001
Springfield, Oregon 97477



FORM S-123

RECEIVED
JAN 4 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID B. [illegible]
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

File

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Roseburg, Oregon
December 29, 1966

Mr. Ralph F. Nicholas
P. O. Box 1001
Springfield, Oregon 97477

Dear Mr. Nicholas:

This letter is in reply to your letter of December 23 to this office. It is my understanding that our Resident Engineer, Mr. A. W. Bates, and our Division Traffic Engineer, Mr. G. L. Clark, have met with you recently in regard to your request. They at the time of the meeting explained the policies of the State Highway Department and the reasons why your request could not be granted at that time.

It is not illegal to make a left turn across the painted median island at this point or at any point along this section of highway unless the turn has expressly been prohibited by signs.

We have attempted to establish left-turn lanes in this section of highway only at city street intersections. The number of driveways in the section is so great that any attempt to establish left-turn lanes at each driveway would result in an almost complete loss of the median protection with consequent hazard to all concerned. Because of this, it is not believed that a left-turn lane should be established at the Paramount Arcade.

I wish to thank you for your interest in traffic matters on our State highways.

Very truly yours,

J. B. BOYD
Assistant Division Engineer

NOTED
VICTOR D. WOLFE

JBB/ow
bc Tom Edwards
Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
A. W. Bates
G. L. Clark

RECEIVED
JAN 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

December 23, 1966

State Highway Department
Mr. L.R. Chandler,
Division Engineer
Roseburg, Oregon

Dear Sir:

This letter is in regard to the painting of the turn-out lanes at 21st Street and East on Main Street in Springfield.

I am owner of the Paramount Shopping Center and Paramount Arcade. I have twenty-four separate businesses east of 21st Street to be served in the Paramount Arcade area. At the present time there is no marking provided for a left turn lane enabling people to enter the parking area. I have provided a nice off street parking area for these businessess, with no through street. I would like for you to make a turn-out lane, to get into this arcade area between 21st and 22nd Streets.

I am sure it would be much safer and more attractive for vehicles coming East on Main Street, if this left-turn lane was established.

I will appreciate your assistance in this matter.

Very truly,

Ralph F. Nicholas

Ralph F. Nicholas
P.O.Box 1001
Springfield, Oregon
97477

DIVISION
DEC 27 1966

RECEIVED
DEC 29 1966
FOR FILING

20-1136

6875

December 21, 1966

5216

Ms. Ella E. Copelan
345 N. 36th Street
Springfield, Oregon 97477

Dear Ms. Copelan:

This is in further regard to your letter of recent date concerning the establishment of a left-turn refuge on the McKenzie Highway (Main Street) in the vicinity of the Paramount Arcade in Springfield.

It is not illegal to make a left turn across the painted median island at this point or at any point along this section of highway unless the turn has expressly been prohibited by signs.

We have attempted to establish left-turn lanes in this section of highway only at city street intersections. The number of driveways in the section are so great that any attempt to establish left-turn lanes at each driveway would result in an almost complete loss of the median protection with consequent hazard to all concerned. Because of this, it is not believed that a left-turn lane should be established at the Paramount Arcade.

I wish to thank you for your interest in traffic matters on our State highways.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Tom Edwards ja.
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler

LEG:mk ja

FORM S.00 REV 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 16, 1966

RECEIVED
DEC 19 1966
TRAFFIC ENGINEERING

To: Mr. F. B. Crandall
Traffic Engineer
S A L E M

SUBJECT: Request for Left Turn Refuge
McKenzie Highway-Springfield
19th St.-City Limits Section
Contract No. 6875

Attention Mr. Val Johnson

As per your phone call this date regarding a Tom Edwards' assignment, I attach a map showing the approximate location of the Paramount Arcade Shopping Center located in the northeast quadrant of the intersection of 21st and Main Streets. I have also shown the 3 accesses to this shopping center in red. The arrows indicate the interior parking plan and the circulation of the design thereof. The most easterly access is located directly opposite the east pavement edge of 22nd Street. The center access is located opposite the "Bulb" of the left turn refuge. The westerly access is located opposite the storage area of the left turn refuge.

This shopping center is owned by a Mr. Nicholas and in conversation today with Mr. Bates, Resident Engineer, I have determined that he has indicated to Mr. Nicholas that we would not modify the striping in this area to provide a left turn refuge to private property. Mr. Bates has contacted the city engineering department and indicated this same response to them.

As this is merely painted channelization, there is no reason why left turns cannot be made into this shopping center. If a left turn design were to be considered, it would have little storage and not be located properly in relation to any of the existing accesses. Based on this fact and the basic policy of not providing left turn refuges to private accesses, it would be my recommendation that the current request be denied.

Glen L. Clark

GLEN L. CLARK
Division Traffic Engineer

GLC/cw
Attach.
cc L. R. Chandler
A. W. Bates

NOTED
L. E. GEORGE

Approved
C.MW

Sec. 36, T. 17 S., R. 3 W., W.M.
SPRINGFIELD

Inlets, Shown Thus: ▭ Type
Extg. Inlets, Shown Thus: ▭
Sewer Pipe - 417'
35 C.Y.
Cap Details, See Sht. 2A)

Reconst. 21st. St. Conn. (For Details, See Sheet 2)

21st. St.

20th St.

10" Pressure Main (By Others)

Const. Special Manhole (Type III) (For Details, See Sht. 2E)

Easement

Tel Manhole

Rev 150' R.

S. 88°00'30" E.

Rev 150' R.

Tel Cable

MAIN

Const. Type "A" Curb

Inst. 10" Pressure Main-134'
Under Pvmt. - 40'
Tr. Exc. 35 C.Y.

Painted Traffic Markers (By Others)

Note: Drwys. Shown are Subject to Change. Drwys. are to be Constructed only as Called for by Right of Way Agreement or as Directed by the Engineer

Note: Gas, Water and Telephone services to be adjusted by others

20th. ST.

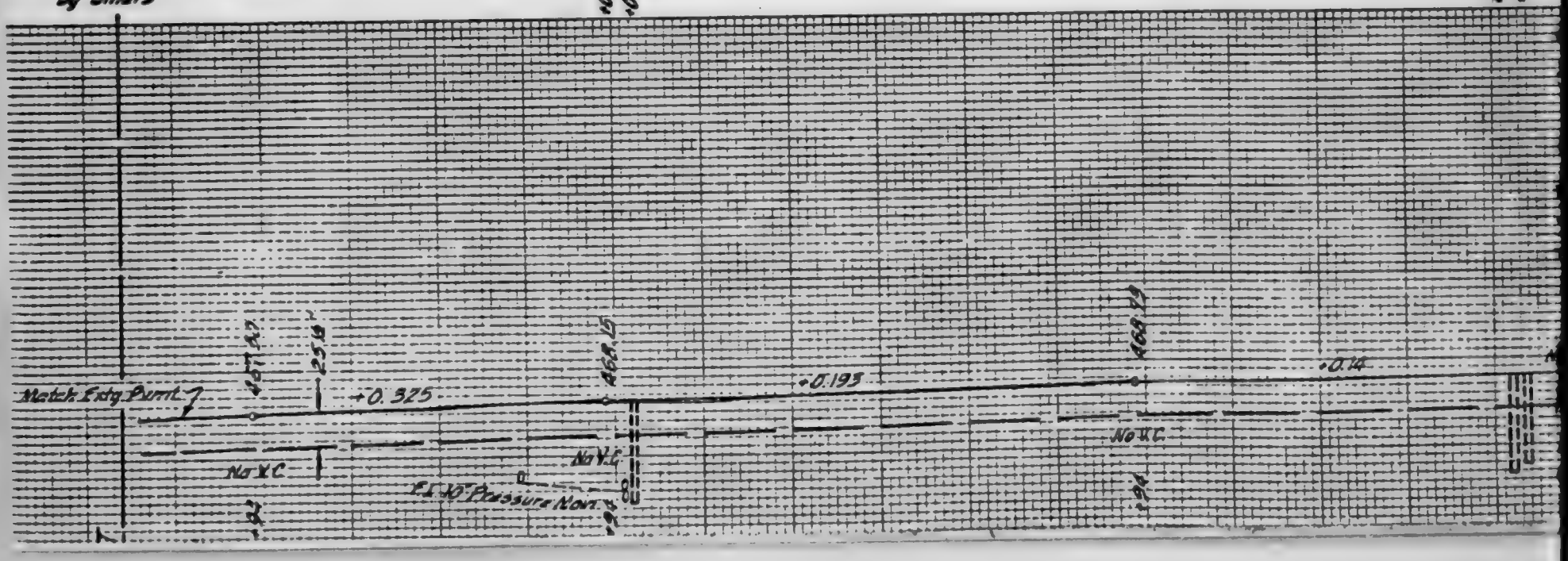
10" Pressure Main (By Others)

.09 Remove Inlet
.08 Const. Special Manhole (For Details, See Sht. 2E)

21st. ST.

.17 Remove Inlet
.17 Const. Manhole

22nd. ST.



Sec. 36, T. 17 S., R. 3 W., W.M.
SPRINGFIELD

Paramount arcade

Reconst. 21st St. Conn. (For Details, See Sheet 20)

PEL ROAD Dv. No. 8

STREET

S.88°04'30"E.

Rev. 150'R.

Rev. 100'R.

℄ Tel Cable

Tel Manhole

℄ Gas

Easement

Const. Type "A" Curb

Cap

30'R.

30

35'R.

20'R.

21st. ST.

22nd. ST.

23rd ST.

24th. ST.

Painted Traffic Markers (By Others)

+.19 Adjust Manhole

+.20 Const. Manhole

+.17 Remove Inlet +.17 Const. Manhole

Const. 25 P.C. Conc. Dwys. Type "A", S

469.64

469.64

469.64

+0.14

No V.C.

No V.C.

No V.C.

Finish Grade 30' Lt. or Rt. ℄ +0.24

℄ Subgrade

Ground Line @ ℄ +0.47

REFERRED TO
Admin
BY SECRETARY

4533

DEC 12 66

Why don't you put a left turn lane at the Paramount Arcade? As it is we either have to hold up traffic & make an illegal left turn (as many people do) or turn left at the light on 21st. St., go 1 block N., turn right & go 2 blocks east, turn right & go 1 block South, Turn right & go 1 block West & so to the Paramount Arcade. Five blocks traveling to get 1 block.

Ella E. Copelan
375 N. 36th
Spfld, Ore. 97477

RECEIVED
DEC 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1966
STATE

RECEIVED
AUG 24 1966
FOR FILING

20-1136
6875

July 7, 1966

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on June 16, 1966, accepted your proposal for grading, paving, signing and signal on the 19th Street-East City Limits (Springfield) Section of the McKenzie Highway in Springfield, Lane County for the sum of $1,721,089.30 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer on July 6 awarded you the project, which has been assigned Contract No. 6875.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
C. B. Matthis (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

RECEIVED
JUN 16 1966
FOR FILING

20-1136

803K
1-01

June 15, 1966

Jack R. Criswell
Superintendent
Municipal Power and Water
P.O. Box 300
Springfield, Oregon

Dear Sir:

This letter will confirm your understanding that the Highway Department is prepared to make monthly progress payments for work done by your Department in connection with the 4-laning of Main Street in the City of Springfield.

As to your question, "what information will be required on monthly progress reports?", your Department has in the past submitted claim invoices in a very good manner. We would suggest that you continue the same style that you have been accustomed to in the past, however, each monthly progress invoice need not include any more work than was done during the current month for which your report covers.

In other words, each monthly progress report need not show the accumulation of items since the beginning of the job.

I believe it is understood that the claim invoices must show hours of labor, hours of equipment rental, materials used, additives such as overhead, sick leave, insurance, etc.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. B. Klaboe
H. S. Cox
T. W. Litchfield
C. H. Moore

CITY OF SPRINGFIELD
MUNICIPAL
POWER AND WATER
PHONE 746-2574 346 MAIN STREET P.O. BOX 300
SPRINGFIELD, OREGON

June 7, 1966

Mr. Fred Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

In a recent telephone conversation with Mr. Frank Smiley, Springfield City Manager, you expressed some concern regarding the possibility that work on relocation of water mains and services required by the 4-laneing of Main Street might interfere with the State Highway Department's contractor on this job.

I believe Mr. Smiley passed on to you our verbal assurance that the Springfield Utility Board has been cooperating with the State Highway Department engineers to the fullest possible extent and that it is our intent to expedite the work on the Municipal Water and Electric facilities so that we can eliminate in so far as possible any conflict between our work and the work of the prime contractor.

We have proceeded with our engineering work on this project as rapidly as State Highway Department plans have been made available to us, and we have already purchased standard service items for our part of the project.

Your agreement with the City provides that the Highway Department will pay 75 percent of the cost for Municipal Water System changes required by the 4-laneing project. I understand that your department is prepared to make payments for this work monthly on the basis of progress reports which we will submit. I will appreciate it if you will confirm your agreement to make monthly payments and if you will advise us regarding the information you will require in our monthly progress reports.

Sincerely,

SPRINGFIELD UTILITY BOARD

Jack R. Criswell

Jack R. Criswell
Superintendent

cc. Frank Smiley
Marvin Payne

RECEIVED
JUN 13 1966

RECEIVED
JUN 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 16 1966
COMMISSIONERS

FOR FILING
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
10-1136
6 x 15

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 13, 1966

Springfield City Council
City Hall
Springfield, Oregon

Attention: Mr. Frank R. Smiley, City Manager

Gentlemen:

Purpose of this letter is to correct my letter of June 10 regarding the advance deposit necessary for construction of the 19th Street-East City Limits (Springfield) Section of the McKenzie Highway.

Computation of Wildish Construction Company's bid in conformance with State-City agreement is as follows:

Contract amount	$1,731,089.30
Less 21st Street Connection (100% City)	6,318.86
Participating Contract Amount.....	$1,724,770.44
Seeding & mulching	2,400.00
Flagging	10,000.00
Adjust mail boxes	2,500.00
Clean 18" sewer	2,000.00
Subtotal.....	$1,741,670.44
Engineering & contingencies, 12-1/2%	217,708.80
Subtotal.....	$1,959,379.24
25% of $1,959,379.24 =	$ 489,844.81
Plus 21st Street Connection (100% City)	6,318.86
REQUIRED DEPOSIT.....	$ 496,163.67

As soon as the advance deposit in the amount of $496,163.67 is received, this contract will be clear for award.

Please accept my apology for the error in my original letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RECEIVED
JUN 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

HSC:mm
cc: Forrest Cooper
Fred Klaboe
Victor Wolfe

RECEIVED
JUN 28 1966
FOR FILING

20-1136

6875

MISC. CONTRACTS and AGREEMENTS No. 3708

June 8, 1966

Mr. William E. Mansell
City Recorder
City of Springfield
Springfield, Oregon

Agenda Item
4K
6-2-66

Dear Mr. Mansell:

We are enclosing for your records a fully executed copy of an Agreement covering installation of traffic signals at 21st Street and 42nd Street on the Main Street improvement project.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

6-2

RECEIVED
COMMISSIONERS
1966
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. RODEN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 27, 1966

RECEIVED
MAY 27 1966
LEGAL & RIGHT OF WAY

Mr. F. R. Smiley
City Administrator
City Hall
Springfield, Oregon

Dear Frank;

It appears that our long awaited project on the 19th St-East City Limits Section of the McKenzie Highway is soon to become a reality. The project is currently scheduled for June 9 bid letting.

Enclosed you will find a suggested resolution pertaining to sewer liens on abutting properties of the project along with a cover letter from Mr. J. R. Kuhn of our legal staff.

Please take the necessary action at your earliest convenience and return a copy to this office for further processing.

We appreciate your interest in all matters concerned regarding this project and will notify you after bids are received in regard to City's contribution towards cost of project.

Very truly yours,

H. S. Cox
County and City Engineer

by

D. N. Harwell
Assistant Engineer

DNH:nr

cc: ~~G. E. Bohde, Attention:~~ J. R. Kuhn
F. B. Klaboe
D. H. Moehring

RECEIVED
MAY 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 2-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 25, 1966

Mr. F. R. Smiley, City Administrator
City of Springfield
Springfield, Oregon

File No. 39326
19th St.-71st St. (Springfield)
McKenzie Highway
Lane County

Dear Mr. Smiley:

In checking titles to properties along the McKenzie Highway from Nineteenth Street to Seventy-first Street, we are encountering a sewer assessments levied by the City of Springfield which have not been paid. As you know, the State Highway Commission is purchasing some minimal amounts of land along the McKenzie Highway for this widening project. In no event are we paying sufficient amounts to the owners to enable them to pay off the liens in full, and we are not taking sufficient amounts such as will reduce the security for the lien. We are therefore wondering if the city would be willing to pass a resolution releasing from the lien all of the parcels acquired for the widening of the McKenzie Highway in accordance with the plans now approved.

This was done in a similar situation in the Sweet Home-Foster section and saved both the state and property owners considerable amount of work. Enclosed is a form of resolution adopted from the one used in the Sweet Home-Foster situation. If the city would be willing to approve such a resolution, it should be submitted to the city council. Your consideration to the matter would be appreciated.

Very truly yours,

G. E. ROHDE
Chief Counsel

RECEIVED
MAY 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

By
JAMES R. KUHN
Staff Attorney

dg
Encl/ Resolution

cc: ~~H. S. Cox~~
F. B. Kloboe
D. H. Morhring

RECEIVED
MAY 27 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

REFERRED TO
Admin.
BY SECRETARY.

Springfield Oregon.
May 24, 1966 -

Oregon State Hy. Dept.

Dear Sirs,

I am very proud of my letter of Thanks for highway permission file No. 39,332. I am so happy to see a 4 lane hyway here - 19th. - 71 St. Springfield. I am very glad to be of service, when it is possible. Mr. Brown the Engineer was so kind to me. I think he would make a fine President of the U.S. or Governor of Oregon. We need people that are kind to us, when we are old in years. Best of Luck to all of You and again Thanks you Sincerely,

Lucy A. Irwin,
45-55 McKenzie Hiway
Springfield Ore.

RECEIVED
MAY 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Roadway
" Salem 5-26-66

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 13, 1966

File 39332
19th St.-71st St.
(Springfield) Section
McKenzie Highway

Ms. Lucy A. Irvin
4555 Main Street
Springfield, Oregon

Dear Ms. Irvin:

On behalf of the Highway Commission and the Highway Department, we wish to thank you for granting the Highway Construction Permit on April 18, 1966.

The Permit has been accepted by the Highway Commission, and we are now processing this transaction to completion.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Earl F. Saling

Earl F. Saling
Right of Way Office Manager

RK:ls

cc: Mr. L. R. Chandler
(With 2 copies Permit)

RECEIVED
MAY 18 1966
FOR FILING
20-1126
875

May 17, 1966

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Springfield covering the conversion of the existing traffic signals to three-phase, fully-actuated operation on Main Street at 31st Street and at 42nd Street in that city. This project shall be a part of the overall construction project on the 19th Street-East City Limits Section of the Belknap Highway.

The estimated total cost of the project is $48,500. This agreement provides that the City shall pay one-fourth the cost ($12,125). The City shall also maintain the signals after installation and pay for all electrical energy consumed.

Your approval of the agreement and authorization for the Secretary to sign is recommended.

This matter will be on the agenda for your consideration at the meeting of June 2.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
R. M. Bothman
L. R. Chandler

FBC:njc bg

RECEIVED
MAY 17 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

70-1136
6x75 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 6, 1966

City of Springfield
Springfield, Oregon 97477

NOTED
F. B. KLABOE

ATTENTION: Mr. Tom R. Johnson
Assoc. City Engineer

Dear Sir:

In reply to your letter of April 29, 1966 regarding your revised Drawing No. 2008 titled "Plan 6 - 21st and Main Street Intersection" as revised April 29, 1966, I wish to inform you that this is too late to change on our plan sheets, but we will alert our field personnel and make the necessary changes in the field during construction.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

cc: F. B. Klaboe
Victor Wolfe
L. R. Chandler

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477
PHONE 746-8238
AREA CODE 503

ENGINEERING DEPARTMENT
OFFICE ADDRESS
840 NORTH 7TH STREET

MAILING ADDRESS
CITY HALL
FOURTH AND A STREETS

Routing
Barbee
RECEIVED
MAY 3 1965
CONSTRUCTION
DIVISION

April 29, 1966

Mr. Fred Klaboe
Assist. State Highway Engineer
Oregon State Highway Building
Salem, Oregon

Subject: Main Street 4-lane paving project; desired construction at intersection of 21st and Main.

Dear Mr. Klaboe:

Reference is made to our letter dated February 23, 1966, which transmitted our Drawing No. 3024. This drawing delineated the location and extent of curb and sidewalk construction desired of the Oregon State Highway Department by the City of Springfield.

You are advised that Drawing No. 3024 has been superseded by Drawing No. 2008 titled "Plan 6 - 21st and Main Street Intersection" and revised April 29, 1966. Drawing No. 2008 is enclosed as well as specifications, estimate, and Drawing No. 2009 revised April 29, 1966, which shows profile and typical section.

The new drawing shows the extent of the work to be performed by the State Highway Department. All work north of the Main Street north right-of-way line will be paid for 100% by the City* as per the letter from Mr. Smiley to your Mr. Cox dated April 12, 1966, the cost originally estimated at $5,000 but now more precisely estimated at $3,000.

Please advise if additional information is required.

* Except catch basins as noted on plan.

Very Truly yours,

L. T. Eison
City Engineer

by Tom R. Johnson
Assoc. City Engineer

LTE:TRJ:vw
Enclosures (8)
cc: Mr. Chandler w/Encl. (4)
Mr. Bates w/Encl. (4)

C I T Y O F S P R I N G F I E L D
SPRINGFIELD, OREGON

ESTIMATE

Project No. 392-66
21st and Main Street Intersection

April 29, 1966

Item No.	Approx. Quant.	Description	Per	Unit Price	Total Price
1	Lump Sum	Island Removal	Lump Sum	150.00	$ 150.00
2	245 c.y.	Excavation Common	c.y.	1.80	441.00
3	364 tons	Base Rock 1½"-0	ton	2.50	910.00
4	184 l.f.	Standard Curb & Gutters and Curb Returns	l.f.	2.65	487.60
5	48 tons	A.C. Pavement Class B, Furnishing & Placing	ton	7.50	360.00
6	48 tons	A.C. Pavement Class C, Furnishing & Placing	ton	7.50	360.00

TOTAL BID ITEMS	$2,708.60
Contingency	270.86
	$2,979.46
ESTIMATED PRICE TOTAL	$3,000.00

REVISED REVISED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section 19TH ST. - EAST CITY LIMITS (SPRINGFIELD) Highway McKENZIE (FA 5) County LANE Prefix 20-2[illegible]

Res. Engr. A. Bates Approx. Length 5.03 Miles. Sta. 96+ to Sta. 366+ Date 5-3-[illegible]

Truck A.D.T. 637 Traffic Coefficient 10.1 18 kip s.a. per day 446.5.

Annual Precipitation 42"+. Frost Penetration - - - - - -.

(1)
Typical Soil
43 LL
14 PI
90 %P 10
75 %P200
10 %Gravel
7 %C Sand
8 %F Sand
40 %Silt
35 %Clay
11 "R" Value
(EXPANSION)

AASHO CLASSIFICATION:
A-7-5 (10)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK

EXISTING ROAD - WHERE UTILIZED
Variable 20'-24'

4.0" of Asphaltic Concrete
3.0" of Plant Mix Bituminous Base

IN PLACE

18.5" of Crushed Base

19th St. - 26th St.
6.0"-6.5" A.C. & Oil
6.0"-7.5" Base

56th St. - 71st St.
9.5"-13.0" A.C. or Oil
4.0"-10.0" Base

(1)
Silty Clay

CBE Total Req.	Credit	Actual	Thick.
NEW WORK			
	8.0	4.0	A.C.
	5.5	3.0	A.F.B.
	18.5	18.5	C. Base
32.0	32.0	25.5	
EXISTING ROADWAY			
	8.0	4.0	A.C.
Variable depths of Base See Section			

RECEIVED
MAY 19 1967
FOR FILING

68 23 11136

NOTE
F. B. KLAR

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by E. J. Engr for Staff Assistant

Recommended by O.O. Nichols Engineer of Materials

Recommended by S. L. Becker for Construction Engineer

Approved by [illegible] State Highway Engineer Deputy

19TH ST. - EAST CITY LIMITS
(SPRINGFIELD)
McKENZIE #15 (FA 5)
LANE COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	*FHWA or Local	Crushed Base	Total CBR Req.	Actual Thickness
240 - 600	4.0"	*3.0"	16.5"	30.0"	23.5"
90 - 240	3.5"	*3.0"	14.5"	27.0"	21.0"
30 - 90	3.5"	2.0"	14.5"	23.5"	20.0"
8 - 30	3.0"	2.0"	12.5"	20.5"	17.5"
1 - 8	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	6.5"	12.5"	10.5"

Should substitutions be made use the "Total CBR Requirement Column" to obtain the required thickness and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Standard Specs. 4) (Supplementals)	=	0.8" Crushed Base

SECTION: 19TH ST. - EAST CITY LIMITS (SPRINGFIELD)

HIGHWAY: McKENZIE #15 (FA 5)

COUNTY: LANE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 12,300 (Total)

B. Future ADT 16,000 (Total)

C. Mean ADT 14,150 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 9 (ADT Basis) (Heavy Logging Area)

G. Trucks (in one direction) $\frac{F}{4}$ 4.5 x (C) 14,150 = 637

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 637 x (H) 100 % = 637

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 10.1

SECTION: 19TH ST. - EAST CITY LIMITS (SPRINGFIELD)

HIGHWAY: McKENZIE #15 (FA 5)

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

Standard A.C. Design recommended to handle stop and go construction requirements.

RECEIVED
MAY 23 1966
FOR FILING

20-1136
6875

April 28, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3026

Mr. William E. Mansell
City Recorder
City of Springfield
Springfield, Oregon

Agenda Item
4n
4-21-66

Dear Mr. Mansell:

We are enclosing for your records a fully executed copy of a Cooperative Construction-Finance Agreement pertaining to 19th street-East City Limits section of McKenzie Highway in Lane County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
APR 18 1966
FOR FILING
RL-1136
6875

April 15, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 21 Commission meeting will be a cooperative construction-finance agreement with the City of Springfield pertaining to the 19th Street--East City Limits Section of the Mohawk Highway in Lane County.

The agreement provides for construction and maintenance of the project by the State within the curb limits of the project. It also provides for sidewalk construction as part of the project at the City's sole expense if the City chooses to include sidewalks.

Further provisions are made for relocation of utilities, grade revisions, encroachments, parking restrictions, et cetera.

The project has been tentatively scheduled for the June 9 bid letting and is estimated to cost in excess of $2,000,000. The cost, including right-of-way acquisition, is to be shared on a 75 percent State-25 percent City basis. Certain additional items are to be at the City's sole expense. The City will deposit with the State an amount of approximately $510,000 prior to award of any contracts by the State.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Orr
L. H. Young
C. H. Maison
L. R. Chandler

DNH:mm bg

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RECEIVED
APR 14 1966
FOR FILING
20-11-26
C-75

April 14, 1966

Oregon State Highway Commission

Gentlemen:

The survey on the 19th Street-East City Limits Section of the McKenzie Highway in the city of Springfield, Lane County, has been completed. This is a cooperative project in which the City is to pay 25 percent of the cost and the State is to pay the remaining 75 percent.

A public hearing was held on this section on March 9, 1966, at which time there were no objections to the project.

This section is 3.32 miles in length and I am attaching a map for your information.

You previously approved $1,300,000 for construction and right-of-way for this project on the 1966 State Construction Program.

We recommend your approval of this survey and request authority to purchase the necessary rights-of-way. This matter will be on the agenda for the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klabee
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring

DJB:bw RfnChandler

Enc.

BEGINNING OF SURVEY
STA. 95+20

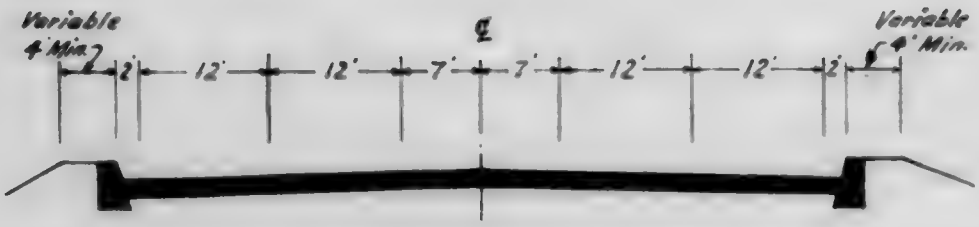
N

S

T.17S.,R.3W.
T.17S.,R.2W.

Existing Highway

SOUTHERN PACIFIC



TYPICAL SECTION

Public
Syste
C
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B

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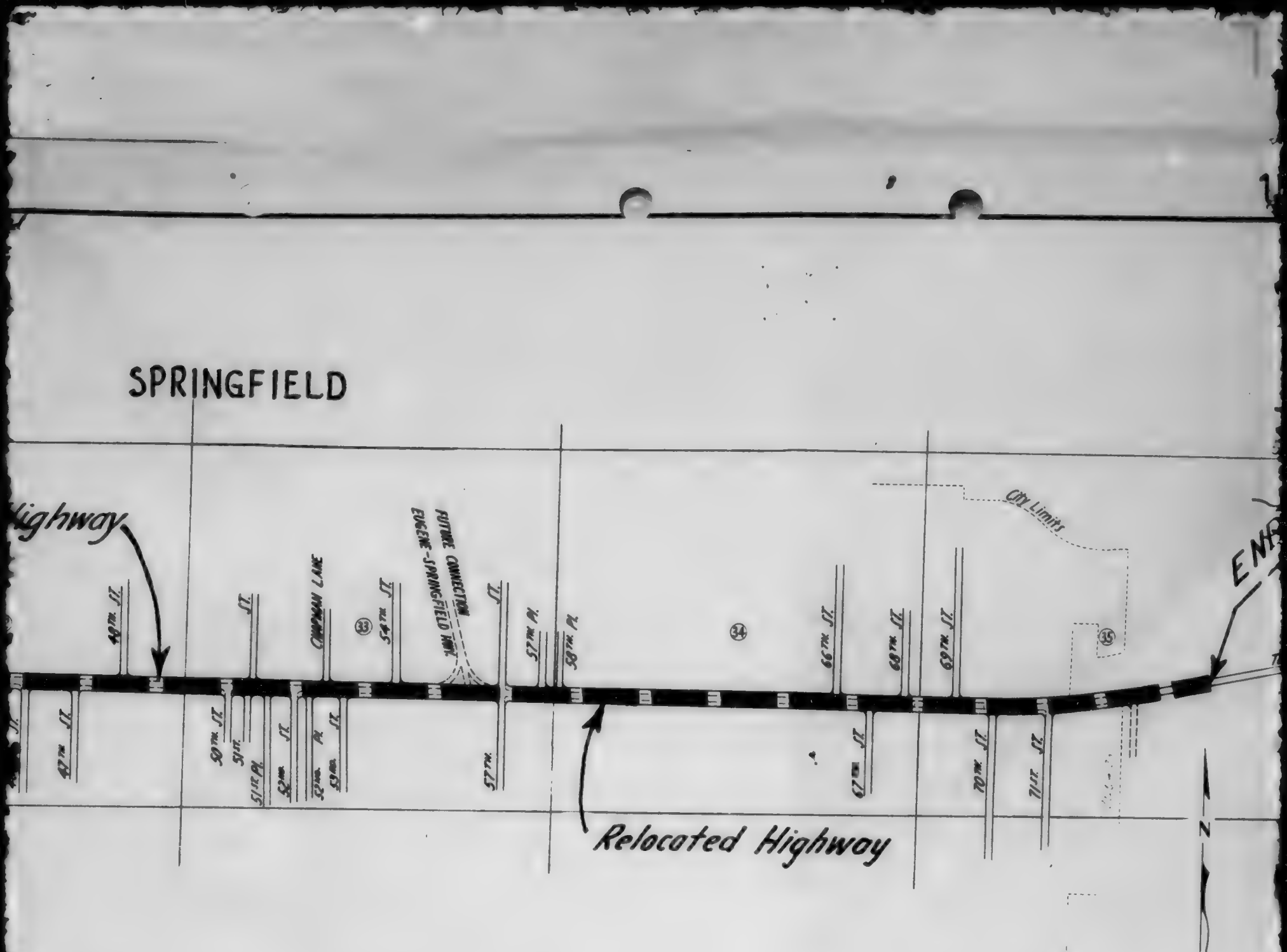
DEP

5.32 Miles



Public Hearing _____ March 9, 1966 _____

System Action.

County _____ None Required _____

State Highway Commission None Required

Bureau of Public Roads None Required

Throughway Resolution _____ None Required

Access Control _____ None Required _____

APPROVED

_____

DEPUTY STATE HIGHWAY ENGINEER

Date: 4-13-66

OREGON STATE HIGHWAY DEPARTM

Survey Approval Map

19TH. ST.– CITY LIM

McKENZIE HIGHWAY

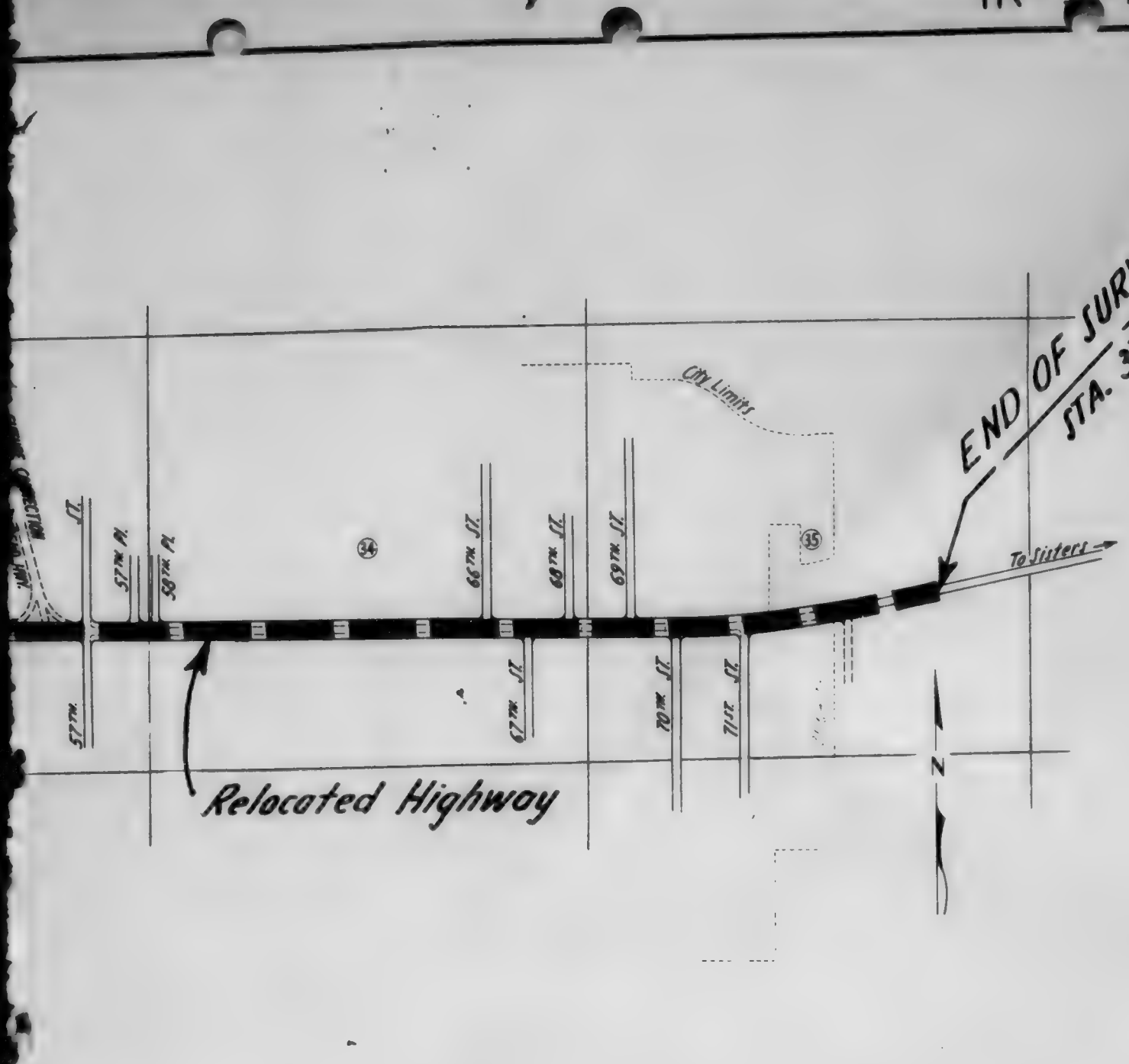
LANE COUNTY

Scale: 1"= 2,000' ± April, 1

DRG.NO. 1R-3-140

For Details See Drg. No. 8B-34-24, 8B-3

1R-3-1408



March 9, 1966

None Required

on None Required

None Required

None Required

one Required

EER

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

19TH. ST.~ CITY LIMITS

McKENZIE HIGHWAY

LANE COUNTY

Scale: 1"= 2,000' ± April, 1966

DRG.NO. 1R-3-1408

For Details See Drg. No. 8B-34-24, 8B-34-25 & 8B-35-10

DEC E
APR 14 1966
FOR FILING
20-1136
875

April 13, 1966

Mr. Dell Hilliard
Weyerhaeuser Engineer
Weyerhaeuser Timber Company
Springfield, Oregon

Dear Mr. Hilliard:

On April 6 representatives of our Division office met with you and Mr. Callahan of your office for the purpose of discussing adjustments to the traffic signals at the truck crossing on the McKenzie Highway near your plant. These adjustments are made necessary by the proposed widening of the highway in this vicinity.

One point brought up during the discussion was the possibility of supporting the traffic signals by timber structures similar to laminated wood installations which you are designing for the City of Springfield.

Before it would be possible for us to make a decision in this matter, it would be necessary that you furnish us with plans of the structures which you are using. Upon analysis of the plans, a decision can be made.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler

VPJ:ji jwa

F. B. Crandall Vd

FORM E-80 6M 3-62 SP*64770-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 7, 1966

To: L. R. Chandler
Division Engineer

SUBJECT: Traffic Signal Revisions
Weyerhauser Truck Crossing
Vicinity of 48th Street
McKenzie Hwy. - Springfield

O F F I C E

On March 6, 1966, Mr. Carl M. Williams, Assistant Division Engineer, Mr. A. W. Bates, Resident Engineer, and I met with Mr. Del Hilliard, Weyerhauser Engineer, and Mr. Callahan, Weyerhauser Plant Manager, as instructed by letter dated March 31, 1966, from Mr. F. B. Crandall, Traffic Engineer.

The reason for this meeting was to apprise the Weyerhauser Company that widening of the McKenzie Highway from 19th Street to the East City Limits would require revision of their traffic signal at their private log haul crossing. We indicated that this revision to a standard mast arm installation would cost approximately $5000.

The question came up whether this traffic signal could be let with the widening contract. I indicated that this would be unlikely and that an agreement included plans and specifications would have to be negotiated between the State and Weyerhauser and that they would be responsible for contracting the traffic signal. Mr. Callahan then requested that this installation be supported by timber structures similar to laminated wooden installations they were designing for the City of Springfield and others. We indicated that we would pass along to our Salem office their request as we had no answer.

Mr. Williams indicated that in an earlier meeting that day with Springfield officials that they had asked us to substantiate with data, the proposed signal operation method allowing log trucks to proceed through this intersection without stopping. Mr. Callahan indicated that they would cooperate in providing trucks for this purpose so that a study could be made to determine,

NOTED
L. E. GEORGE

APPROVED
BY
L. R. CHANDLER
DATE 4/8/66

NOTED
TRAFFIC CONTROL
ENGR.

definitely, that a longer delay would occur to highway traffic if log trucks were stopped.

It was indicated also that (at this earlier meeting) the question of vehicles, other than log trucks, were utilizing this haul road signal. Mr. Callahan indicated that certain private vehicles had been seen on their haul road and that they thought this problem had been eliminated. It was also indicated that other then log trucks belonging to Weyerhauser Company had also utilized this traffic signal. They indicated this was true. I stated there was a method of providing actuation for log trucks only. They were to look into this problem and give further study to this matter.

It was explained that the existing traffic signal might have to be removed for construction prior to the new installation being available. I indicated the possibility of a temporary signal if this might actually occur.

I would suggest then that the traffic division proceed with the design of this signal and to initiate an agreement. The matter of wood supports should be settled before specifications are written.

Glen L. Clark

Glen L. Clark
DIVISION TRAFFIC ENGINEER

GLC:sb

cc: F. B. Crandall
F. D. Morgan
R. N. Bothman
D. J. Sage
A. W. Bates

RECEIVED
APR 13 1966
FOR FILING
20-1136
6875

April 12, 1966

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed herewith are the properly executed copies and resolutions covering the cooperative construction agreements pertaining to 1) the reconstruction and widening to four lanes of the 19th Street-East City Limits Section of the McKenzie Highway No. 15, and 2) the proposed location and construction of the High Banks Road-McKenzie Highway Section of the Eugene-Springfield Highway No. 227.

In addition to approving the agreement for the four laneing of Main Street, the City Council, at their regular meeting April 11, directed that I request the State Highway Department to remove the sidewalks on this project from further consideration. We have received a substantial number of names objecting to the installation of sidewalks, and if the sidewalk project is to be installed, the City will undertake it as a standard assessment project in order to expedite the four laneing project and eliminate further delays. In talking with Fred Klaboe today, it was agreed that the Highway Department would attempt to leave the berm behind the curb in as good condition for future sidewalks as possible, but there would be no consideration given to obtaining easements or additional right of way beyond the present highway right of way line.

The City will provide to the State prior to the award of contracts a check for a sum sufficient to cover 25% of the basic project costs (estimated to be $500,000) plus 25% of the estimated sanitary sewer stub out costs (estimated to be $5,000), and a sum estimated to cover the 21st Street intersection costs outside the State right of way (estimated to be $5,000). Not included in the aforementioned deposits are items covering the sidewalk work and construction easements (since they are deleted) and not covering water service connections and stub outs since this work is to be undertaken by the Municipal Utility Board with 3/4 of the costs later billed to the State Highway in conformance with Paragraph 4 of THINGS TO BE DONE BY THE STATE.

The City's deposit of $510,000 will be provided to the State upon sufficient notice prior to the award of contracts.

Very truly yours,

Frank Smiley

Frank R. Smiley
City Manager

FRS:mp

Enclosure

CC: Rod Porter

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APR 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1966

FOR FILING

20-1136

6875

April 11, 1966

641K

Mr. Frank R. Smiley
City Manager
City of Springfield
Springfield, Oregon 97477

Dear Mr. Smiley:

Re: 19th Street-East City Limits
(Springfield) McKenzie Highway
Lane County

This is in answer to your formal request by letter of March 30 for three-phase signals at 21st and 42nd Streets on the subject project.

I am pleased to inform you that it is our intention to three-phase these signals as a part of the four laning improvement, the cost of which will be a part of the project and will qualify for the 75 percent-25 percent split between State and City.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
F. B. Crandall

DNS:jp srb

3148

MAR 31 1966

KLAMATH

KLAMATH

BY DEPUTY STATE HIGHWAY ENGINEER

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

March 30, 1966

CITY HALL
4TH & A STREETS
TEL. 746-4426

Mr. Rod Porter, Deputy Engineer
State Highway Department
Salem, Oregon 97310

Dear Rod:

In reviewing the various aspects of the Main Street four laneing project in Springfield, it occurred to us that we may not have yet put in writing a formal request for 3-phase signals at 21st and 42nd Street. We have assumed all along that, due to the volume of traffic and the left turn movements, traffic signals at these two locations would be revised as part of the four laneing project to allow for left turn movements.

write line

Please consider this letter as a formal request that both these intersections be signalized to provide for 3-phase signals as part of the four laneing improvement project.

As discussed with Fred Klaboe when he was here recently, I would hope that these adjustments could be considered as changes and incorporated in the 1/4 - 3/4's agreement and not as new installations on a 50-50 basis; however, the critical item is that the 3-phase provision be included in our signalization plan.

In Contract 25 25

21st - with 3 phase
28th
42nd - with 3 phase
West [illegible] - 2 phase

with

Very truly yours,

Frank

Frank R. Smiley
City Manager

FRS:mp

Routing
Parker
Bond
Barbee
Walker
Glenn

RECEIVED
MAR 31 1966
CONSTRUCTION
DIVISION

RECEIVED
MAR 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
[signature]
Asst. Chief Engr.

RECEIVED
MAR 31 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 30 1966

Klaboe.

-1156
6875

CON EGE 344 3-29-66 2-57PM

NOTED
F.B. KLABOE

F. D. MORGAN

CC - AL BATES

THE CITY COUNCIL OF SPRINGFIELD MADE THE STATEMENT AT THE HEARING LAST NIGHT RE SIDEWALKS THAT THE HIGHWAY ~~DEX~~ DEPT. IS GOING TO BUILD THE 6 FOOT BERM REGARDLESS OF THE OUTCOME OF THE SIDEWALK CONSTRUCTION. THIS WAS MY UNDERSTADING AS DISCUSSED WITH YOU BY PHONE. MR. MOEHRING IS HOLDING ANY R/W ACTIVITY UNTIL A DECISION IS MADE HOWEVER IT WILL BE FRIDAY OR MONDAY BEFORE THE CITY ENGINEER,S OFFICE CAN CHECK THE VALIDITY OF THE REMONSTRANCES. AT THAT TIME A DECISION WILL BE MADE TO GO AHEAD OR BACK DOWN.

JAY B. BBOYD
SB17.3&.

RECEIVED
APR 4 - 1966
FOR FILING

FORM E-30X—50M—7-64 SP 8230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

20-1136

6x7½

Springfield, Oregon
March 29, 1966

To: L.R. CHANDLER
Division Engineer
Roseburg, Oregon

SUBJECT: 19th-71st St. (Springfield)
McKenzie Highway
Prefix: 20-1477-901
Public Hearing on Sidewalks

Attn: Jay B. Boyd

I attended a public hearing, conducted by the Springfield City Council, on the Construction of Sidewalks on the McKenzie Highway in Springfield.

The hearing was held at the Springfield City Hall Monday evening March 28th.

The opposition to the sidewalks was very strong and the Council decided to take no action on the sidewalks until the petitions opposing the sidewalks were tabulated.

There was one statement made by the Council which I did not know was a fact. The statement was "the State Highway Department will build a six foot fill outside the curbs whether or not a sidewalk is constructed."

There was one other statement by the City Council. This statement was all R/W will be acquired by the State.

In answer to a question concerning the moving of power poles Mr. Smiley stated that all of the facility including the sidewalks would be constructed on the present R/W. This statement is nearly correct but the fill slopes were not mentioned.

The above statements were the only mention of the Highway Department excepting a speech by Mr. Spurrier in which he said that the curbs should be eliminated and a facility similar to "Q" Street should be constructed.

The objections to the sidewalk were lack of need and cost which the property owners could not bear.

Routing

RECEIVED
MAR 31 1966
CONSTRUCTION
DIVISION

Alfred W. Bates

ALFRED W. BATES
Resident Engineer
Springfield, Oregon

NOTED
F. B. KLABOE

RECEIVED
MAR 31 1966
STATE HIGHWAY ENGINEER

3001

MAR 4 66

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

March 3, 1966

ENGINEERING DEPARTMENT

Mr. Rod Porter
Deputy State Highway Engineer
Oregon State Highway Building
Salem, Oregon

RECEIVED
MAR 9 1966
CONSTRUCTION
DIVISION

Subject: Main Street 4-lane paving, Springfield, Oregon; request to install pipe undercrossing for proposed project S-52 sanitary interceptor sewer

Dear Mr. Porter:

Your attention is invited to the enclosed R. W. Beck & Assoc. Drawing No. 262-C-108 titled "South "A" Street Sanitary Sewer (Preliminary) dated March 3, 1966. This drawing indicates a 10" high pressure main crossing at the intersection of Main Street and North 20th Street.

It is requested that the State construct that portion of the 10" high pressure line unlying the subject project with Class 150 Cement Lined C.I. pipe and fittings as a part of the subject 4-lane paving project. The bid item will be so isolated as to collect all charges attributable to this portion of the work including materials and installation. The City of Springfield will make payment to the State directly for 100% of cost; the 75-25% allocation will not apply.

The 10" line should be constructed to points sufficiently outside of the Main Street right-of-way lines as to permit future connections without disturbing the newly constructed pavement.

RECEIVED
MAR 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

L. T. Eison
City Engineer

NOTED
F. B. KLABOE

By Tom R. Johnson
Assoc. City Engineer

TRJ:mds

Enclosures (2)

cc: Mr. Chandler w/encl.
Mr. Bates w/encl.

RECEIVED
MAR 2 - 1966
FOR FILING

20-1136
6875

March 1, 1966

Mr. Tom R. Johnson
Associate City Engineer
City of Springfield
City Hall
Springfield, Oregon

Dear Mr. Johnson:

Re: Engineering Report for Project No. 383-66; Main Street Sidewalks 19th to 71st Street, dated February 21, 1966

Receipt is acknowledged of Resolution of Intent No. 383-66 dated February 24, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:crb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan (Encl.)
H. S. Cox

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

February 24, 1966

ENGINEERING DEPARTMENT

Mr. Fred Klaboe
Assist. State Highway Engineer
Oregon State Highway Department Building
Salem, Oregon

copy
REFERRED TO
Bryan
BY ASST. STATE HWY. ENGR.
3-1-66

Subject: Engineering Report for project No. 380-66; Main Street Sidewalks 19th to 71st Street, dated February 21, 1966.

Dear Mr. Klaboe:

Re: Letter to Mr. William E. Mansell, subject; Engineering Report and Request for Resolution of Intent etc. to proceed with Improvement project No. 380-66; dated February 21, 1966.

sent to Mr. Egan > Said letter was mailed by this office several days ago and is now superseded by the enclosed letter dated February 24, 1966. Since the letter dated February 21, 1966 is not in effect, it should be destroyed. The enclosure to the letter dated February 21, 1966 remains in effect.

Very truly yours,

L. T. Eison
City Engineer

By Tom R. Johnson
Assoc. City Engineer

LTE:TRJ:TLA:jav

Enclosure

RECEIVED
FEB 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1966
OREGON
STATE HIGHWAY COMMISSION

CITY OF SPRINGFIELD, OREGON
OFFICE OF CITY ENGINEER

Date: February 24, 1966

Mr. William E. Mansell
Finance Director
City of Springfield, Oregon

Subject: Engineers Report and Request for Resolution of Intent etc. to proceed with Improvement Project No. 380-66

Transmitted herewith is the Engineers Report, as further outlined below, for the development of subject project.

Please proceed with the preparation and execution of the following documents:

1. Resolution of Intent to Improve for presentation on 3-28-66

- Description-

Improvement Project No. 380-66

Type of work Sidewalk Construction (Council initiated)

Location Both sides Main St., 19th St. to East City Limits, except North side Main from 54th St. to 57th St.
Dimensions 48,400 ± L.F. - 5' sidewalks

Assessment area boundaries min 80' to max 210' depth, both sides Main Street variable to fit individual properties

2. Notice of Public Hearing on 3-28-66

(a) Engineers Estimated Costs - (Final cost will be determined at the actual cost of the project)

TOTAL EST. CONST. COST	CITY COST	PROPERTY COST	APPROX. PROPERTY COST PER FRONT FOOT
$117,790.	$2875 *	$114, 915.	$2.43

* City Cost includes:
1. 770 L.F. Controlled access frontage unassessable $2200.
2. Sidewalk and apron at street intersection $675.
In the event that costs are incurred for obtaining slope easements, said costs will be assessed uniformly throughout the project.

(b) Publish on March 14, 1966 and March 21, 1966.
(c) Furnish Engineering office with 370 copies of notice following passage of resolution.

3. Call for bids assigned to Oregon State Highway Department. Publishing date to be set by Oregon State Highway Dept.

4. Award date to be set by Oregon State Highway Department.

The Engineers Report for Project No. 380-66 includes the foregoing writing and the attached documents listed as follows:

1. Plans and contract drawings include:
1) Topographic layout; 2) Profile of structures: to be shown on Oregon State Highway Dept. paving plan; 3)Assessment boundary; 4) Layout with recorded owners names of date.

2. Specifications book includes:
1) City of Springfield General Conditions and Standard Specifications (by reference); 2) Special Provisions and contractual documents.

The following, if any, are special considerations pertinent to this Project No. 380-66:

Bid to be assigned directly to Oregon State Highway Department for actual contract bid award.

Driveway Widths	No.	Driveway Widths	No.
50'	4	26'	10
40'	21	24'	20
38'	4	20'	15
32'	7	18'	52
30'	105	16'	3
28'	6	14'	111

L. T. Eison
City Engineer

LTE:TA:jav

cc: City Manager w/o encl.
*Mr. Bates w/encl.
*Mr. Chandler w/encl.
*Mr. Klaboe w/encl.
*Subj. File w/encl
R. F. w/o encl.
Chrono. w/o encl.
*Enclosures were mailed 2/23/66

RECEIVED
MAR 1 - 1966
FOR FILING

70-1136
L875

369K

February 28, 1966

Mr. Frank Smiley
City Manager
City of Springfield
City Hall
Springfield, Oregon

Dear Mr. Smiley:

References is made to your letter of January 20 concerning State proposals for highway construction projects in the city of Springfield.

Your request that the proposed interchange at 52nd and Q Street be retained and not changed to 54th and Q follows our thinking. We have never considered moving this interchange.

With further respect to the Q Street project, we have studied the matter of a future crossing of Q Street on an extension of Thurston Road. While we have made no provision for such a crossing in our plans, there is no physical reason why it could not be made at some time in the future.

The second portion of your letter dealt with the four laning of Main Street, and I will answer your questions in the same sequence that they were proposed:

1. We do not believe that it would be possible to make an April 26 letting. We are, however, going ahead as rapidly as we can and hope to award a substantial contract as soon as possible.

2. We are not developing a critical path method for the scheduling of this work. We will, however, set up our specifications in such a manner as to allow the contractor to proceed in the westerly end of the project working in an easterly direction. In this way, the utilities can be working ahead of him making the necessary revisions.

3. We are using the low grade line between approximately 31st Avenue and 54th Avenue.

4. Your plan for the 21st Avenue connection has been incorporated into our plans.

5. As per our recent conversation, we will make no provisions for directing the contractor to dispose of material in specific locations.

As to the question of the relocation of the municipally-owned sewer and water lines, I have already advised you that we will include necessary work in our contract under the 75-25 percent matching ratio.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:sr5

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox

FORM E-20 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1966

SUBJECT: City of Springfield

To: Mr. F. B. Klaobe
Ass't. State Highway Engineer
BUILDING

Regarding your assignment No. 369 and your letter of January 24, 1966 regarding this matter, I will reply in order of the items listed.

Mr. Smiley's request that the interchange at 52nd and "Q" Street be retained and that it not be changed to 54th and "Q" follows along our thinking in that we have never considered moving this interchange to the 54th Street location. The third paragraph of Mr. Smiley's letter reiterates their previous concern for crossing at "Q" Street in an extension of Thurston Road. Previous correspondence on this matter only indicated that they would like to cross this area some time in the future. We have made no provision for such a crossing in our plans, but when an extension of Thurston Road becomes a reality, there is no physical reason why such a crossing could not be made. I will take Mr. Smiley's letter by numbered paragraphs.

1. It is not feasible to consider an April 28 letting on this contract and I cannot say where the State representative got such information. It is intended, however, to have it ready as soon as Right of Way can complete negotiations for properties.

2. We are not developing a critical path method for the scheduling of this work and have never considered doing so. We will attempt, however, to get the utilities work started as soon as possible and set our specifications up so that our contractor will start at the westerly end of the project working easterly on some predetermined section length in an attempt that the utilities can be working ahead of him making their revisions.

3. We are using the low grade line as suggested by the City from approximately 31st Avenue to 54th Avenue. I believe this is the only critical area on the project.

4. The plan for 21st Avenue connection on Main Street has been incorporated in our plans.

5. Since our recent conversation with the City of Springfield regarding their need for waste material, we will eliminate this from our project and make it the responsibility of the contractor to get rid of any excess material.

Under the next paragraph you have indicated that we would go along on a 75-25 basis on the cost of this sewer work and water line revisions.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

RECEIVED
FEB 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM B-99 5CM 7-64 SP*8229-734

Routing

Morgan FDM
Docker
Bond
Barbee
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 21 1966
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 24, 1966

SUBJECT: City of Springfield

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

L

I enclose a copy of a letter to Mr. Porter from Mr. Frank Smiley, City Manager of Springfield, concerning the improvements contemplated to Main Street. Mr. Smiley also raises several questions concerning the extension of "Q" Street in the same City.

Please investigate his request for a new interchange on the "Q" Street extension at Thurston Road and advise me of the costs et cetera. The following comments are pertinent to the statements made in connection with the Main Street project: } no interchange requested

1. We have advised the City that we do not believe this contract can be awarded during the current fiscal year and that to date funds have not been appropriated for the work.

2. I was surprised to learn that we had agreed to develop a critical path for this project but can see merit in this approach. Please advise me what develops with respect to this analysis. } critical path not being developed.

3. I believe that we have settled on the low grade and no further comment is needed concerning this suggestion. yes.

4. The development of a new design at the intersection of 21st and Main should be analyzed to see that it is a proper design. } being done

5. We have no objections to utilizing spoil material to help the City in some of their field operations provided that the haul is not prohibitive and that the areas are large enough to take substantial amounts of material.

You should ascertain their wishes in this regard and set up provisions in the specifications to handle the matter if appropriate.

The penultimate paragraph of his letter concerns the relocation of sanitary sewers and other City-owned facilities. No commitments have been made on the financing of these items.

Apparently the City will communicate further with us after they have had more time to study the matter.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

cc: Mr. Victor D. Wolfe

Klahn
BY DEPUTY STATE

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

January 20, 1966

CITY HALL
4TH & A STREETS
TEL. 746-4426

Mr. Rod Porter, Deputy Engineer
State Highway Department
Salem, Oregon

Dear Rod:

In anticipation of our meeting today, I thought it would be helpful to list some of the items which we intend to discuss, and also some decisions which were reached at the meeting last week in Springfield between several city officials and representatives of the State Highway Department including Mr. Boyd, Litchfield, Holcomb, and Bates.

One of our principal items of interest has to do with the rumored possibility of the intersection at 52nd and "Q" Street being relocated to 54th and "Q". We have heard that the Weyerhaeuser Company has objected to the intersection being at 52nd and that some consideration might now be given to relocating to 54th. The City Council has directed that I inform you that we are still developing our own street patterns, land development, and road work in that area on the basis of the 52nd and "Q" Street intersection and would not approve of the change to 54th.

With further respect to the "Q" Street project, it would seem appropriate to reiterate our previous concerns regarding the need for a crossing at "Q" Street where the extension of Thurston Road would intersect with the new section of "Q" Street. This crossing would presumably take place somewhere south of the intersection of "Q" and 54th as indicated by the westerly extension of Thurston Road.

The following items were discussed and are presented as items for confirmation or discussion on the construction of the four laneing of Main Street:

1. The State representatives indicated that we would be anticipating an April 28th letting of this contract.

2. The construction schedules and phasing of the work would depend largely on the utility work being completed ahead of the construction contractor. The State representatives agreed to try to develop a critical path method for the scheduling of utility work and the four laneing construction.

3. With respect to whether the four laneing should be constructed at a high or a low grade, this determination would in all probability be made on the basis of the cost differential. In general, the City would prefer, even at some slight cost increase, to have the new work constructed a a lower grade than the existing roadway; however, we recognize that the section between 19th and 28th would remain at the high grade in any event.

4. The City in cooperation with the resident engineer and with the abutting property owners has developed an improved design of the intersection of 21st and Main on the north side of the intersection. We will be submitting this proposed design to your department for inclusion in the main contract.

5. Since there are numerous areas in the vicinity of the construction which could utilize spoil material, we would like to work out some arrangement with the State as to provisions for spoil utilization in the contract.

The question of relocation and cost of municipally owned utilities should also be discussed. As I believe we have indicated previously, the sanitary sewer trunk line should be stubbed out at various locations to avoid future cuts into the new pavement. Our present estimates indicate that this sanitary sewer work would cost approximately $20,000. In addition to the sewer work, the Municipal Utility Board indicates that they have approximately $70,000 worth of water main extensions, including such items as hydrant relocation, cross connections, valves, and stub outs from the present water main in the Main Street right of way. We would like to explore the possibilities of including either or both of these utility costs in the project on the three-fourths one-fourth construction basis or other alternatives which might be provided.

Finally, and as is always the case, we do appreciate the assistance of you and your people in working with us to anticipate as many problems as possible on a project of this magnitude, and to develop a construction schedule and process which will be mutually beneficial to both the State and the City.

Very truly yours,

Frank

Frank R. Smiley
City Manager

FRS:mp

RECEIVED
MAR 2 - 1966
FOR FILING
30-11-14
6875

MEMO TO FILES: 2/24/66

19th Street-East City Limits (Springfield) Section
McKenzie Highway No. 15 (US 126)
City of Springfield

On Wednesday, February 16, a meeting was held in the City of Springfield regarding subject project. Those in attendance as follows:

OSHD - F. B. Klaboe, D. J. Barbee, L. R. Chandler, Al Bates and D. N. Harwell
City - Mayor Scofield, F. R. Smiley (manager), L. T. Eison (Engineer), Tom Johnson (Assistant Engineer), an engineering aid and utilities representative.

The City requested we hold only one day of informal informational and hold a night-time formal hearing. Date of March 9 was set for both, with City holding a separate hearing later in regard to sidewalk assessments and construction.

The matter of right of way acquisition was discussed and determined State would acquire all right of way as well as right of way and construction easements in regard to project based on 75% State and 25% City; however, City will reimburse State for those easements acquired for sidewalk construction.

Sidewalks will be constructed the entire length of project along both sides of the highway at sole expense to City; said sidewalks will be constructed by State and will extend to extreme easterly city limits.

Excess material (spoil) was discussed, as per original request of City, State to provide the material in designated place set aside by City, however, after discussion it was agreed that this should not be any part of State's participation. Therefore, City will make peace with the contractor as the c.y.'s are such small quantities that it would not pay to get involved. (1500± c.y.)

Signalization was discussed and in the event of cross street traffic (city), it would be handled in the normal manner of agreement. However, cost of signalization of Highway 15, Highway 227 intersection, being entirely under State's jurisdiction, would be State's sole obligation. It is the understanding of this office that the Traffic Division will write the agreement to cover maintenance and power consumption, at City expense.

Utilities, a prime concern, was discussed and determined that the normal-routine procedure would apply in this type of agreement. A question arose as to State participation regarding sanitary sewers. Normally this is not included, however, exception will be made in this instance due to prior discussion and assumption of all facilities lying within this category.

On Friday, February 25, I discussed contents of the agreement and other matters pertaining to the project with Mr. Frank Smiley via telephone. Mr. Smiley requested consideration of left-turn refuges for eastbound and westbound movements on Highway 15 at 21st Street intersection, also, possibility of signal control for these movements.

Memo to files: 2/24/66
re: 19th Street-East City Limits Section, City of Springfield

He further requested that catch basins be installed rather than drop inlets due to the cleaning problem of mud, dirt, and various trash. He also requests we take a look at 2nd and 3rd Street drainage problem and try to alleviate a situation similar to this, water evidently stands in pockets at intermittent places.

The agreement is being revised in accordance with the above considerations and will be presented to the City in the near future.

The hearing (formal) is set for March 9 at 7 p.m. in the Springfield City Council Chambers.

D. N. Harwell

D. N. Harwell, Assistant Engineer
County and City Division

DNH:eb

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler
Al Bates
F. B. Crandall

RECEIVED
FEB 25
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

February 23, 1966

NOTED
F. B. KLABOE

ENGINEERING DEPARTMENT

Mr. Fred Klaboe
Assist. State Highway Engineer
Oregon State Highway Building
Salem, Oregon

Subject: Main Street 4-lane paving project; desired construction at intersection of 21st and Main

Dear Mr. Klaboe:

Reference is made to our letter dated January 24, 1966 which transmitted our Drawing No. 3017. This drawing delineated the location and extent of curb and sidewalk construction desired of the Oregon State Highway Department by the City of Springfield.

You are advised that Drawing No. 3017 has been superceded by Drawing No. 3024 titled "Plan 5 - 21st and Main Street Intersection" and dated February 14, 1966.

The new drawing shows the new location and extent of curbs and should be helpful to you in specifying the work contained within the Main Street right-of-way.

It is our intention to request the Oregon State Highway Department to accomplish all street improvement on 21st Street from the North right-of-way line to end of the newly proposed curb on the west side of 21st Street, a distance of approximately 120 feet. Included will be placing of additional base, if required, repaving, drainage, curbs and gutters - the complete package. The City would expect to reimburse the State for all costs north of the Main Street north right-of-way line.

copies of ltr
to Morgan, Cox
maps to Morgan
3-1-66

The City of Springfield will accomplish all required field tests and engineering, except inspection and contract administration, for the work as outlined and provide the Oregon State Highway Department with detailed construction plans. We plan to have these plans in your hands by April 1, 1966.

If you have any comment or questions, please advise.

Very truly yours,

L. T. Eison
City Engineer

LTE:TRJ:mds

Enclosures (2)

cc: Mr. Chandler w/encl.
Mr. Bates w/encl.

RECEIVED
FEB 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 18 1966
FOR FILING

20-1136

6875
OFFICE

Salem, Oregon 97310
February 18, 1966

Mr. Forrest Cooper
State Highway Engineer

21st-71st Street Section
Main Street, Springfield
McKenzie Highway

I asked Mr. Smiley whether or not they had the $500,000 needed to finance their share of this job. He advised me that they had "three times that much" in the bank and would find no difficulty in financing their part.

I am convinced that they have the money.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: R. L. Porter
Victor D. Wolfe
H. S. Cox
D. J. Mabee

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

February 16, 1966

CITY HALL
4TH & A STREETS
TEL. 746-4426

Mr. Forrest Cooper, Engineer
State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

In the course of our last visit with your people in Salem this past January 20, we discussed the project of four laneing Main Street and the cost of certain publicly owned utilities involved, namely, the stub outs for sanitary sewers and the municipally owned water system. During our discussion with Rod Porter, he indicated that if it was the intention of the City to have the cost of these items included in the project, some authorization should be provided from the appropriate public agencies.

At the regular meeting of the Springfield City Council last evening, a motion was adopted directing me to officially request that the cost of these utility items, water and sanitary sewer extensions, be included in the overall cost of the project. While there will undoubtedly be numerous details to be worked out, it would seem appropriate now to suggest that this provision be included in the agreement which we will be signing with the State Highway Department for the overall project.

Our present preliminary estimates indicate that we are talking about approximately $20,000 for the extensions and stub outs of the sanitary sewer line, and approximately $60,000 or $70,000 for the similar extensions and relocations of the municipally owned water system. If we can provide any additional information or assistance on this item, please feel free to contact us.

Very truly yours,

Frank Smiley

Frank R. Smiley
City Manager

FRS:mp

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FEB 1
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 15 1966
FOR FILING

20-1136
6875

Salem, Oregon
February 14, 1966

F. B. Klaboe
Assistant State Highway Engineer
O F F I C E

We have for some time been discussing a cooperative project with the City of Springfield for improving the McKenzie Highway to a four-lane standard in the easterly part of the city. We are presumed to be in agreement with the City (75% State-25% City) but I keep having doubts as to the financing.

I believe that the City, at one time at least, hoped to get "credit" for some drainage in the area rather than put up cash.

I believe that you should have this matter explored to be sure that there is no misunderstanding. I believe that we propose a $2 million project for the highway only, with the City's share being $500,000 cash. Let's be sure.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

RECEIVED
FEB 10 1966
FILING
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6875

Salem, Oregon 97310
February 10, 1966

Mr. F. D. Morgan
Construction Engineer

Mr. H. S. Cox
County-City Engineer

B U I L D I N G

Main Street - Four-Lane
Paving Project, Springfield,
Use of Catch Basins

188
369
215

I am enclosing a copy of a letter from Mr. L. T. Elson, City Engineer, City of Springfield, concerning their preference for catch basins over standard inlets.

Mr. Morgan: Please include catch basins in the contract.

Mr. Cox: Please include this in the agreement if you believe it is necessary.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

February 7, 1966

ENGINEERING DEPARTMENT

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Subject: Main Street - 4-lane paving project, Springfield; use of catch basins.

Dear Mr. Klaboe:

Receipt of your letter dated February 2, 1966 concerning use of catch basins on the subject project is acknowledged.

The City will assume the responsibility of keeping the catch basins clean and Lane County confirms that it's sanitation people will spray the catch basins during the mosquito breeding season.

In summary, the City of Springfield, in view of the foregoing and with a desire to prevent deleterious material from entering the sewer, still prefers the catch basins over standard inlets.

Very truly yours,

L. T. Eison
City Engineer

LTE:TRJ:mds

REFERRED TO

_____
BY ASST. STATE HWY. ENGR.

RECEIVED
FEB 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 - 1966
FOR FILING
10-1136
6875

February 2, 1966

188
(36)
395

The Honorable Dave Scofield
Mayor, City of Springfield
City Hall
Springfield, Oregon 97477

Dear Mayor Scofield:

Reference is made to your letter of January 21 expressing your desire to proceed as soon as possible with the four laning of Main Street. We are recommending this project to the Highway Commission for contracting as soon as possible.

I know that Mr. Porter has recently advised you that the extension of this project from 57th Street to 71st Street has increased the cost to over $2,000,000. Your 25 percent share will come to at least $500,000.

We are preparing agreements to cover the project and will present them to you in the near future.

Thank you for your cooperation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. R. Chandler

FBK:srb fn

2771

JAN 31 66

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
MAYOR

January 21, 1966

Mr. Forrest Cooper, Engineer
State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Yesterday two of our City Councilmen accompanied the City Manager and the Associate City Engineer on a visit with Mr. Porter to discuss current and future plans for the Main Street four laneing project in Springfield.

The purpose of this letter is to express our appreciation for the continued cooperation and assistance of the many individuals in your department who are involved in this project, and additionally, to once again stress our concern that this locally-shared improvement get underway as soon as possible this year. Funds for our share of the work have been 'earmarked' and available for over a year now, and we are making every effort to anticipate and remove any possible barriers to your progress on this project.

Thanks again for your courteous consideration.

Very truly yours,

Dave Scofield
Mayor

DS:mp

RECEIVED
JAN 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 24 1966
OREGON
STATE HIGHWAY COMMISSION

SPRINGFIELD MEMORIAL CEMETERY
7390 McKENZIE HIWAY
SPRINGFIELD, OREGON 97477
TELEPHONE 746-5311

2311

Routing FEB 4 66

February 2, 1966

Secur
Bond
Barbee
Walker
Swan

REFERRED TO
Admin.
BY SECRETARY

RECEIVED
FEB. 7 1966
CONSTRUCTION
DIVISION

State Highway Department,
Salem, Oregon.

Gentlemen:

Mr. J. M. Morgan, right of way agent, stopped in and showed us the map of your widening project, and also explained that your plans were to go to 72nd Street, which will then come into the Western side of our cemetery.

The purpose of this letter is to ask your consideration towards extending the widening a few hundred feet East of your stopping point now, to include the front of our property now dedicated and being used for cemetery purposes.

Not knowing until today of your firm plans, we have been unable to do any landscaping or proper sloping of the front of the cemetery, which parallels the highway, feeling that it would undoubtedly be work wasted and lost when you started your project. Our plans are, and what is projected, is to have the front of the cemetery well landscaped with ground cover and speciman plants, and recognizing that it will take two to four years after the start of the planting for the area to be properly matured and beatified, this means that should you not extend past the property we will have to leave it undeveloped until such time as you are able to make your next extension.

If you are able to consider our request favorable, we assure you of our fullest cooperation in all matters, and also feel that the extension will result not only in a more attractive cemetery, but also enhance that portion of the highway, and will also benefit not only those that have loved ones buried here, but also those that own property on a pre-need basis, and will in general benefit the city and entire area generally.

We solicit one of your representatives meeting with us so that we might explain in more and graphic detail the logic of our request.

RECEIVED
FEB 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1966
OREGON
STATE HIGHWAY COMMISSION

Sincerely,

SPRINGFIELD MEMORIAL CEMETERY,

Lowell J. Rhoden

Lowell J. Rhoden, Pres.

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FEB 3 1966
FOR FILING

20-1136

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385K

February 2, 1966

Mr. L. T. Nixon
City Engineer
City of Springfield
Springfield, Oregon

Attention: Mr. Tom R. Johnson
Associate City Engineer

Re: Main Street, Four Lane
Paving Project, Springfield

Dear Mr. Nixon:

In reply to your letter of January 21 on the subject project, we will provide catch basins instead of standard inlets if this is the desire of the City of Springfield.

We have, however, received numerous complaints from other communities and for this reason discontinued the use of catch basins on a city street section. It has been the contention of other cities that where the catch basins are kept clean so that they operate as catch basins there is a water ponding effect which creates a breeding place for mosquitoes and, usually, the catch basins are not cleaned frequently enough so that they function as catch basins.

In view of the above, please advise if the City of Springfield would still prefer the catch basins.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler
A. W. Bates

DJB:rw srb

2.07

JAN 25 66

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

January 21, 1966

ENGINEERING DEPARTMENT

Mr. Rod Porter
Deputy, State Highway Department
Oregon State Highway Department
Salem, Oregon

Subject: Main Street 4 lane paving project, Springfield, Oregon.

Dear Mr. Porter:

It is requested that the subject project be provided with catch basins, not drop-inlets, in order that grit and related material be kept out of our storm sewer system. The City of Springfield approved type of catch basin is shown on attached drawing which may prove useful to you.

Very truly yours,

L. T. Eison
City Engineer

By Tom R. Johnson
Assoc. City Engineer

Enclosure

LTE:TRJ:jav

cc: Mr. L. R. Chandler w/encl.
District Engineer, O.S.H.D. Roseburg

Mr. Alfred W. Bates w/encl.
Resident Engineer, O.S.H.D. Springfield

Routing
Morgan
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JAN 2 ; 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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CONSTRUCTION
DIVISION

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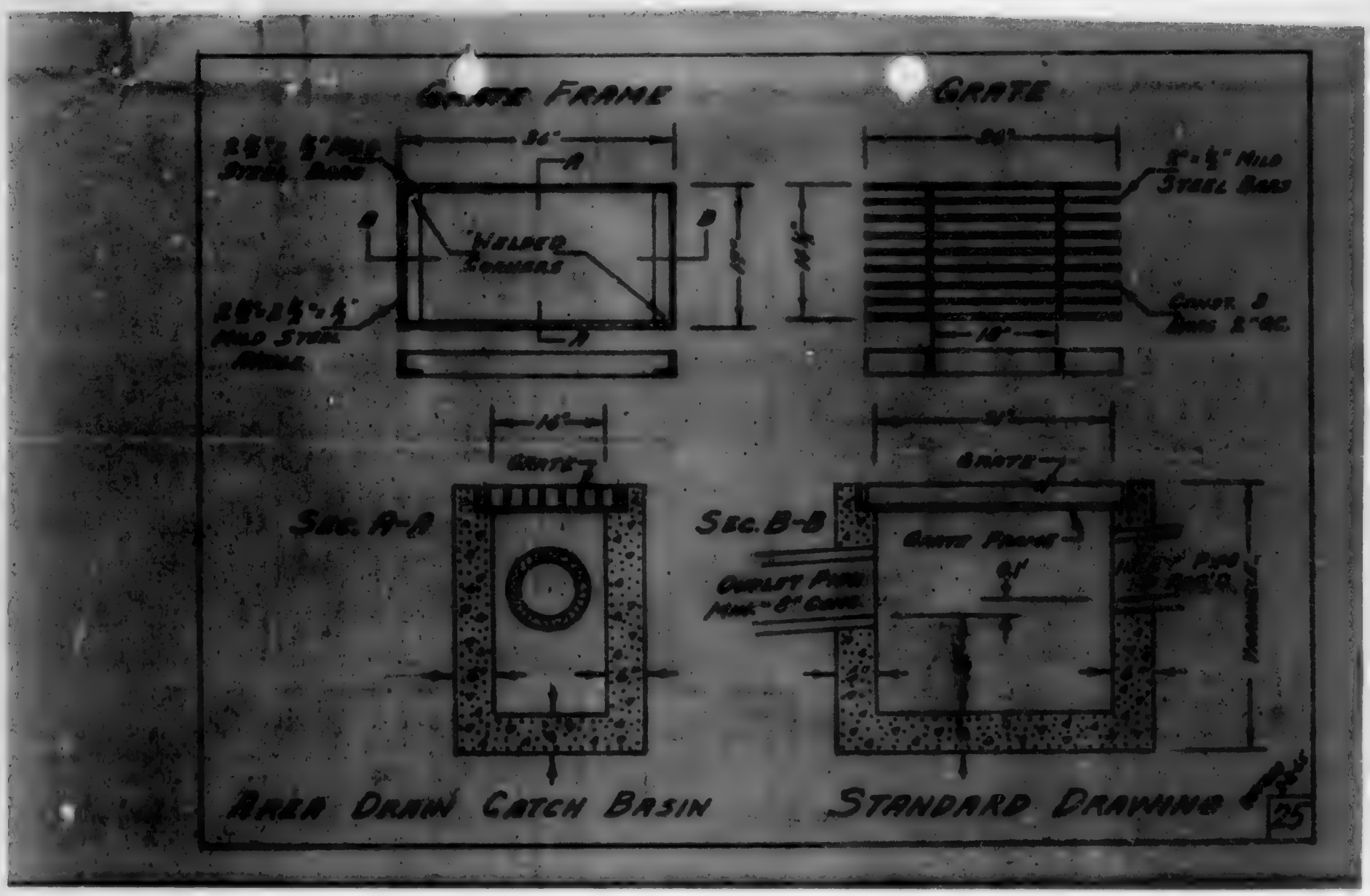
OREGON
STATE HIGHWAY COMMISSION


GRATE FRAME
GRATE
WELDED CORNERS
SEC. A-A
SEC. B-B
GRATE
OUTLET PIPE
AREA DRAIN CATCH BASIN
STANDARD DRAWING
25

RECEIVED
JAN 24 1966
FOR FILING
20-1136
6875

Salem, Oregon 97310
January 24, 1966

City of Springfield

Mr. P. D. Morgan
Construction Engineer
B U I L D I N G

369

I enclose a copy of a letter to Mr. Porter from Mr. Frank Smiley, City Manager of Springfield, concerning the improvements contemplated to Main Street. Mr. Smiley also raises several questions concerning the extension of "Q" Street in the same City.

Please investigate his request for a new interchange on the "Q" Street extension at Thurston Road and advise me of the costs et cetera. The following comments are pertinent to the statements made in connection with the Main Street project:

1. We have advised the City that we do not believe this contract can be awarded during the current fiscal year and that to date funds have not been appropriated for the work.

2. I was surprised to learn that we had agreed to develop a critical path for this project but can see merit in this approach. Please advise me what develops with respect to this analysis.

3. I believe that we have settled on the low grade and no further comment is needed concerning this suggestion.

4. The development of a new design at the intersection of 21st and Main should be analyzed to see that it is a proper design.

5. We have no objections to utilizing spoil material to help the City in some of their field operations provided that the haul is not prohibitive and that the areas are large enough to take substantial amounts of material.

You should ascertain their wishes in this regard and set up provisions in the specifications to handle the matter if appropriate.

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Apparently the City will communicate further with us after they have had more time to study the matter.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

Enclosure

cc: Mr. Victor D. Wolfe

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

January 20, 1966

CITY HALL
4TH & A STREETS
TEL. 746-4426

Mr. Rod Porter, Deputy Engineer
State Highway Department
Salem, Oregon

Dear Rod:

In anticipation of our meeting today, I thought it would be helpful to list some of the items which we intend to discuss, and also some decisions which were reached at the meeting last week in Springfield between several city officials and representatives of the State Highway Department including Mr. Boyd, Litchfield, Holcomb, and Bates.

One of our principal items of interest has to do with the rumored possibility of the intersection at 52nd and "Q" Street being relocated to 54th and "Q". We have heard that the Weyerhaeuser Company has objected to the intersection being at 52nd and that some consideration might now be given to relocating to 54th. The City Council has directed that I inform you that we are still developing our own street patterns, land development, and road work in that area on the basis of the 52nd and "Q" Street intersection and would not approve of the change to 54th.

With further respect to the "Q" Street project, it would seem appropriate to reiterate our previous concerns regarding the need for a crossing at "Q" Street where the extension of Thurston Road would intersect with the new section of "Q" Street. This crossing would presumably take place somewhere south of the intersection of "Q" and 54th as indicated by the westerly extension of Thurston Road.

The following items were discussed and are presented as items for confirmation or discussion on the construction of the four laneing of Main Street:

1. The State representatives indicated that we would be anticipating an April 28th letting of this contract.

2. The construction schedules and phasing of the work would depend largely on the utility work being completed ahead of the construction contractor. The State representatives agreed to try to develop a critical path method for the scheduling of utility work and the four laneing construction.

3. With respect to whether the four laneing should be constructed at a high or a low grade, this determination would in all probability be made on the basis of the cost differential. In general, the City would prefer, even at some slight cost increase, to have the new work constructed a a lower grade than the existing roadway; however, we recognize that the section between 19th and 28th would remain at the high grade in any event.

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Finally, and as is always the case, we do appreciate the assistance of you and your people in working with us to anticipate as many problems as possible on a project of this magnitude, and to develop a construction schedule and process which will be mutually beneficial to both the State and the City.

Very truly yours,

Frank

Frank R. Smiley
City Manager

100,000

FRS:mp

RECEIVED
JAN 25 1966
FOR FILING

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To: Memo to the Files

Routing

Morgan
Decker
Bend
Walker
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RECEIVED
JAN 18 1966

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon CONSTRUCTION
January 17, 1966 DIVISION

SUBJECT: Utilities Meeting
19th - 71st St. (Springfield)
McKenzie Highway
Lane County

A meeting was held in the City of Springfield public library on Thursday, January 13, 1966, to discuss the various utility problems in connection with the above subject project.

Those attending the first portion of the meeting, which took up at 9:40 a.m., was the City of Springfield, represented by Messrs. Frank Smiley, City Manager; Lem Eison, City Engineer, and Tom Johnson, Assoc. City Engineer. Springfield Utility Board represented by Messrs. Jack Criswell, Superintendent; Marvin Payne and John C. Morgan, Engineers. The State Highway Department was represented by Messrs. T. W. Litchfield, Utilities Liaison Engineer; Frank Hall, Chief Designer; Jay Bruce Boyd, Assistant Division Engineer; Alfred W. Bates, Resident Engineer and John Holcomb, Field Utilities Liaison Engineer.

Mr. Johnson began the discussion by asking if the State planned on using the high or low grade. Considerable discussion was held on this matter. Mr. Bates pointed out that the acquiring of right of way would be a factor in delaying the project and that by using the lower grade right of way would almost cease to be a problem. Mr. Payne said that the grade was not a factor in the adjusting of the Board's water facilities as their problem was one of rotted service connections which should be adjusted prior to construction so as to eliminate the need for tearing up the finished roadbed to make repairs and all of the service lines will have to soon be adjusted regardless of the planned work.

An open discussion was held on the high or low grade.

Mr. Bates said the storm sewers grades are more or less set by existing conditions and should not be changed in high or low grades.

Mr. Johnson asked who would make the Board's water facility adjustments. Mr. Criswell answered that this would be determined on the financing of adjustments. Mr. Litchfield said that he would prefer the Board make their adjustments and maybe the job could be held up for a year to allow these facilities to be adjusted.

Mr. Smiley told the Board not to let financing be involved in any delay of construction as the City would handle this should there be any question of same.

Mr. Payne said it would take about five months to make the various water adjustments and he could get started about three weeks after notice, but he could not make the entire adjustment in such a manner as to allow the contractor to begin work on the entire project at once.

Various methods of making these adjustments were discussed at this time. Mr. Boyd brought up the use of the "Critical Path Method" and suggested we have this studied. All parties seemed to be in accord on this matter. Mr. Boyd also stated that at present we planned to contract 19th to 71st as a whole project.

Mr. Payne stated that included in the $100,000 needed for adjusting of their facilities $60,000 was for Main Street (McKenzie Highway) and the remainder for laying of a new main which would cross the High Banks Road - 57th Street Section of the Eugene - Springfield Highway at 52nd Street. He felt this should be installed prior to construction as to again eliminate the need for tearing up any completed roadbed.

Mr. Litchfield said the State should not finance any adjustments of this nature as it ties up funds ment for other purposes as well as placing the Highway Department in the position of being a lending agency which is not the function for which it is intended.

Mr. Criswell asked that the Highway Department advise them as to when would be the latest they could get the 52nd Street crossing in.

Springfield Utility Board representatives retired from the meeting.

At 11:00 a.m. Messrs. Harry Kurtz, Supervising Engineer and Fred Ronnau of the Eugene Office of Pacific Northwest Bell arrived. The main topic of conversation with them covered their existing nine duct conduit system of which the portion from 35th to 42nd comes into conflict with the proposed low grade.

Mr. Kurtz said that one one of the nine ducts has a cable installation in it and this is a 900 pair cable which would need a 17 week delivery period.

Various other means of adjustment were discussed, all of which would take considerable time. Mr. Kurtz suggested that Bell place an inverted reinforced saddle over the duct system and leave it in place. Mr. Hall said he thought this could be worked out. A question brought up by Mr. Bates, at this time, what would a contractor charge for the additional cost of excavating around the conduit and how could Bell be charged for this cost.

Bell has plans for extending their duct system from 42nd to 57th. After discussing this matter we asked them to install this in the north sidewalk area as this would not block traffic during future use and would allow the State's contractor to proceed with the roadbed portion of the work with the least amount of interruption from the installing of the ducts, and allow the company more time for completion of this work.

The meeting was adjourned at 12:20 p.m. and took up again at 1:30 p.m; City and State Representatives being in attendance.

The prime subject of conversation at this time was carried on by Messrs. Smiley, Johnson and Eison of the City and Messrs. Boyd, Bates and Hall of the State. The topic was the intersection of 21st and Main (McKenzie Highway). A conflict exists here with parking facilities of an adjacent shopping area and the present traveled way which covers private owned as well as public owned property.

At 2:00 p.m. Messrs. A. J. Van Horn, James Sahr and Larry Olson of Northwest Natural Gas arrived and Mr. Litchfield and I held a discussion with them while the discussion on the 21st Street intersection continued.

No unusual condition exists in the conflicts with NNG and all adjustments will have to be made at the companies expense at the time of construction. N.N.G. men brought up the subject of the extension of their facilities from 57th Street thru 71st for which they have received a permit which requires that they install this at a depth of five feet along their planned alignment.

Mr. Litchfield suggested that they change this proposed alignment so as to make it coinside with the proposed sidewalk alignment. Mr. Sahr agreed that this would be a much better location for them.

The meeting was adjourned at about 3:00 p.m.

John E. Holcomb
Field Utilities Liaison Engineer

JEH:crd

cc: T. W. Litchfield
Frank Hall
Jay Bruce Boyd
A. W. Bates
R L Porter
F D Morgan
L H Young

RECEIVED
JAN 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1966
FOR FILING
20-1136
6875

January 17, 1966

Mr. Tom R. Johnson
Associate City Engineer
City of Springfield
Springfield, Oregon

Re: Main Street, Four-Lane Paving,
Springfield

Dear Mr. Johnson:

We have your three letters dated January 3 concerning (1) disposition of spoil; (2) sanitary sewer considerations; and (3) sidewalk considerations. The subjects are being studied and we will contact you about them in the near future.

done 1-24-66

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:crb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. R. Chandler

2517

JAN 5 66
REFERRED TO
KLABOE
BY DEPUTY STATE HIGHWAY ENGINEER

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

January 3, 1966

ENGINEERING DEPARTMENT

Mr. Rod L. Porter
Deputy, State Highway Department
Oregon State Highway Department
Salem, Oregon

Subject: Main Street 4-lane paving;
disposition of spoil

Dear Mr. Porter:

We presume that it will not be too long before you will have some idea of the quantity of spoil that will be resultant from construction of the subject project. Such spoil would be over and above that required for fill in the existing drainage ditches in and adjacent to the right-of-way.

There are several areas in the City of Springfield, not a part of the subject project, where fill is needed. These are as follows:

1. McKenzie Ditch (City Property) between Mohawk and 26th Street in the vicinity of G Street, approximately 15,000 cubic yards.
2. Private land lying roughly between 28th and 32nd Streets and between Main and J Street extended. Yardage considerable but no estimate presently available.

If spoil is available in excess of State needs would you be so kind as to express an opinion as to the feasibility of dumping first on areas 1 above and second on 2? What would you estimate that the increased total cost to the contract would result in each case?

Very truly yours,

L. T. Eison
City Engineer

By Tom R. Johnson
Assoc. City Engineer

RECEIVED
JAN 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

TRJ:mds
cc: Mr. Al Bates

2518

JAN 5 66

REFERRED TO

KLABOE

BY DEPUTY STATE HIGHWAY ENGINEER

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

January 3, 1966

ENGINEERING DEPARTMENT

Mr. Rod L. Porter
Deputy, State Highway Department
Oregon State Highway Department
Salem, Oregon

Subject: Main Street 4-lane paving;
Sanitary sewer considerations

Dear Mr. Porter:

Reference is made to our letter of December 9, 1965 addressed to your Mr. Frank Hall which transmitted drawings delineating sanitary sewer crossings and stubs required in advance of or in conjunction with the 4-lane paving.

Our estimates indicate that this required work will cost approximately $20,000. We are proceeding on the assumption that it's accomplishment will be covered by our 75 - 25 contribution to the total project cost. Please advise whether or not our assumption is correct.

Very truly yours,

L. T. Eison
City Engineer

By Tom R. Johnson
Assoc. City Engineer

TRJ:mds

cc: Mr. Al Bates
Mr. Frank Hall

RECEIVED
JAN 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 5 1966
OREGON
STATE HIGHWAY COMMISSION

2519

JAN 5 66

REFERRED TO KLH BOE BY DEPUTY STATE HIGHWAY ENGINEER

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

January 3, 1966

ENGINEERING DEPARTMENT

Mr. Rod L. Porter
Deputy, State Highway Department
Oregon State Highway Department
Salem, Oregon

Subject: Main Street 4-lane paving, 19th Street to City Limits, Springfield, Oregon; Sidewalk considerations

Dear Mr. Porter:

In our letter to you dated December 31, 1964 it was stated, among other things, that consideration should be given under the State contract to bring the fill under the sidewalks up to rough subgrade elevation. As discussed in the conference in your office on December 7, 1965 with Messrs. Smiley, Scofield, Johnson, Barnes and Hall the original conception concerning the sidewalks is now discarded; the present plan is for the State to construct them under your anticipated master contract with all costs above fine subgrade defrayed by the property owners by Bancrofting or cash. The City will defray sidewalk costs in the rights-of-way at street intersections and at sections of limited access where assessment of abutting property is not permitted.

Under the master contract sufficient pay items must be provided in order to isolate costs to be paid by the property owners and/or the City.

There are certain sidewalk areas adjacent to low ground in which short sections of retaining wall or sloped earth fill will be required. It is recommended that in such instances that the cost of these retaining walls or sloping not be assessed to either the property owner or the City but be charged to the street paving job as a whole in the same manner as the subgrade under the sidewalk. Also, in these instances, possibly 3 easements will be required and it is recommended that the cost of these also be assigned to the master and not the sidewalk portion of the contract.

We are working in close cooperation with your Mr. Al Bates with exchange of data and effort leading to planned Bancrofting procedure target dates as follows:

Resolution date	February 28, 1966
Public hearing date	March 28, 1966
Award date	April 25, 1966

At the time of the Resolution date all sidewalk plans, specifications, estimates and approximate assessment rates must be complete.

Al Bates has agreed to furnish us a partially completed location-construction plan showing property lines and state stationing by January 10, 1966. This will be in roll form, pencil on vellum, which is satisfactory. No profiles will be required; we will reference State curb grades. We will complete the plan that Mr. Bates has started.

As of December 24, 1965, Mr. Bates also furnished us, at no charge, copies of all deeds involved. From the Court House we will get addresses and tax lot numbers of property owners.

The sidewalks will be located next to the curb throughout the entire length of the project - 19th to City Limits - except between 54th Street and 57th Street on the north side there will be no sidewalk and on the south side of the same section the sidewalk will be located as near the right-of-way line as possible, compatible with future overpass planning.

In separate correspondence, to be sent shortly, will be discussed sanitary sewer provisions and disposition of spoil.

We would like to express our appreciation for the friendly and helpful cooperation you and your resident engineer have demonstrated to date. If you have any comments or suggestions regarding the contents of this letter, please let us know.

Very truly yours,

L. T. Eison
City Engineer

By Tom R. Johnson
Assoc. City Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

TRJ:mds

cc: Mr. Al Bates

RECEIVED
NOV 5 - 1965
FOR FILING

20-1136

6875

188

November 5, 1965

Mr. L. T. Hixon
City Engineer
City of Springfield
Springfield, Oregon

Attention: Mr. T. E. Johnson

Dear Sir:

We have received your drawings on both the storm sewer and the sanitary sewer with respect to the improvement of Main Street (Pacific Highway) from 28th Street to the east city limits.

They are currently being reviewed by our staff and you will be contacted on any changes that might be necessary to make your designs compatible with our plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Hinkes
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Parker
Victor D. Wolfe
F. D. Morgan
H. S. Cox

WHT:fp srb

1753

OCT 1 65

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

September 27, 1965

ENGINEERING DEPARTMENT

Mr. Rod L. Porter
Deputy State Highway Department
Oregon State Highway Engineer
Salem, Oregon

Subject: Main Street 4 lane paving,
19th Street to City Limits,
Springfield, Oregon

Dear Mr. Porter:

Reference is made to our letter of December 31, 1964 which transmitted storm sewer data as far as 42nd Street. Enclosed herewith are 6 sheets numbered 10001 through 10006 dated July 22, 1965 and revised September 23, 1965 showing storm sewer data, pipe sizes, grades, slopes and manhole locations with stub sizes noted for future side line connections from 42nd Street to the east City Limits.

Reference is again made to our letter of December 31, 1964 which transmitted a drawing showing approximate locations of sanitary sewer manholes and stubs required from Wendling Branch railroad to 42nd Street. Similar data from 42nd Street to the east City Limits will be in your hands by October 15, 1965.

If you have any questions please advise us.

Very truly yours,

L. T. Eison
City Engineer

By Tom R. Johnson
Assoc. City Engineer

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OCT 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

TRJ:WB:mds

Enclosures (6)

cc: Mr. Fred Barnes w/encl.

RECEIVED
OCT 1 1965
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section 19TH ST. - 58TH ST. (SPRINGFIELD) Highway McKENZIE (FA 5) County LANE Prefix 20-[illegible]

Res. Engr. A. Bates Approx. Length 3.42 Miles. Sta. _____ to Sta. _____ Date 10-22-64

Truck A.D.T. 637 Traffic Coefficient 10.1 18 kip s.a. per day 446.5.

Annual Precipitation 42" Frost Penetration - - - -.

STANDARD CRUSHED BASE

(1)

NEW WORK

Typical Soil

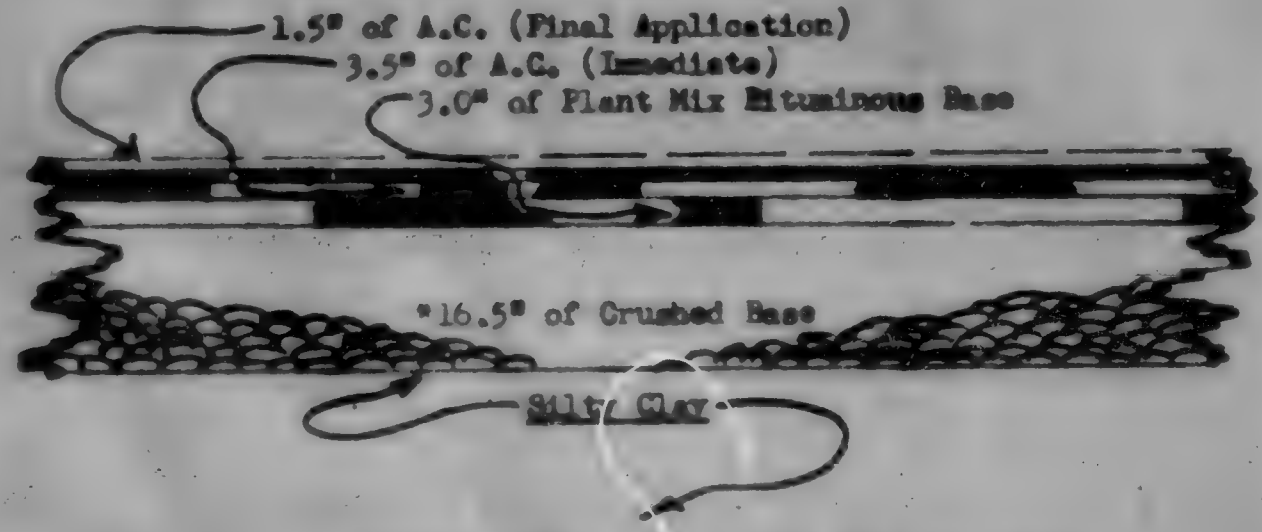
43	LL
14	PI
90	%P 10
75	%P200
10	%Gravel
7	%C Sand
8	%F Sand
40	%Silt
35	%Clay
14	"R" Value ([redacted])

AASHO CLASSIFICATION:

A-7-5 (10)

MATERIAL SOURCES:

To be determined by the Engineer.



* Recommend that 15% minimum Pass #40 sieve. This will provide protection against infiltration of the fine-grained soil subgrade into the base material.

	CSE Total Req.	Credit	Actual Thickness	
		3.0	1.5	A.C. (Final
		7.0	3.5	A.C. (Immed
		4.5	3.0	P.M.B.B.
		16.5	16.5	Cr. Base
	31.0	31.0	24.5	

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by C. J. Knapp for Staff Assistant

Recommended by _____ Asst. Engineer of Materials

Recommended by L. L. Baker Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

19TH ST. - 58TH ST. (SPRINGFIELD)
McKENZIE HIGHWAY (FA 5)
LANE COUNTY

"OTHER ROADS"

Truck ADT	Wearing Surface	Level	Crushed Base	CBR Req.	Actual Thickness
250-600	3.5" A.C.	2.0"	20.0"	29.0"	25.5"
90-250	3.5" A.C.	2.0"	17.0"	26.0"	22.5"
30-90	3.5" A.C.	2.0"	14.0"	23.0"	19.5"
8-30	3.0" A.C.	2.0"	12.0"	20.0"	17.0"
1-8	2.0" A.C.	2.0"	10.5"	16.5"	14.5"
Cars Only	2.0" A.C.	2.0"	6.0"	12.0"	10.0"

See table below for substitutions.

Assigned values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.5" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base

SECTION: 19TH ST. - 58TH ST. (SPRINGFIELD)

HIGHWAY: McKENZIE # 15 (FA 5)

COUNTY: LANE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 12300 (Total)

B. Future ADT 16000 (Total)

C. Mean ADT 14150 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 9 (ADT Basis) (Heavy Logging Area)

G. Trucks (in one direction) F= 4.5 x (C) 14150 = 637

H. % Trucks in Design Lane = 100 %

I. Trucks in Design Lane (G) 637 x (H) 100 % = 637

TRAFFIC COEFFICIENT = K (I) 0.119
where K = 4.669

= 10.1

SECTION: 19TH ST. - 58TH ST. (SPRINGFIELD)

HIGHWAY: McKENZIE #15 (FA 5)

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Comparison of costs between Standard Crushed and Cement Treated Bases on attached sheet.

Standard AC Design recommended to handle stop and go construction requirements

Carlson

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AUG 3 1 1965
FOR FILING
20-1136
6x75

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
MAYOR

August 18, 1965

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Mr. Forrest Cooper

Dear Mr. Cooper:

I should like to take this opportunity to thank you for your visit with us this past August 10, to further discuss the proposed four laneing of Main Street in Springfield.

As discussed with you at this meeting, please consider this letter as a request by the City of Springfield for official consideration of this project by the State Highway Commission, and our willingness to enter into an agreement with the State Highway Commission for its construction.

As reviewed with your staff and with the Highway Commission previously, this project involves the four laneing of Main Street from approximately 21st Street to the city limits at 71st Street, including the necessary storm drains, curb and gutter, median strip, and refuge lanes. According to the estimates submitted by your office the total cost of this project would be $1,350,000 with the City of Springfield providing 25% of this cost as its share. The City's portion of this total cost is available now for State use, and we would like to urge the early programming and scheduling of this project in the Highway system.

Thanks again for your cooperation, and we look forward to working with the State Highway Department on this project.

Very truly yours,

Dave Scofield

Dave Scofield
Mayor

FRS:DS:mp

Porter - Sw

NOTED
R. L PORTER

RECEIVED
AUG 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 11 1965

20-1136

6x75

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1965

To: MEMO TO FILE

SUBJECT:

On this date, I had a meeting with the Mayor and members of the City Council of Springfield. Frank Smiley, City Manager, attended the meeting.

The subject was continuation of the four-laning of Main Street easterly to the city limits. I informed the group that the project had not been placed on the approved list by the Highway Commission; therefore, I could make no commitments. I also told them that I would recommend the project to the Highway Commission for inclusion in its construction program during the 1966 season, for completion during that calendar year. This project has been approached from the standpoint of a cooperative effort (City and State) and Mr. Smiley is to write me a letter stating the City's proposal.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. R. Chandler

RECEIVED
AUG 13 1965

FOR FILING

STATE HIGHWAY COMMISSION MEETING

20-1136

Delegation Springfield Chamber of Commerce re early widening of Main Street in Springfield

Date 6875 July 13, 1965

Time 11:00 a.m.

Name	City or Town	Capacity
Sen. Stadler	Eugene	
Leonard Kildish		Chairman of Hwys. & Roads Committee
Harrison Hornish		Pres. of Springfield Chamber of Commerce
Robert Smith		Manager of Chamber
John Nelson		Editor of Springfield News

NOTED
FLOYD QUERY

CITY OF SPRINGFIELD

July 8, 1965

Memo To: Mayor and Council

From: Frank R. Smiley, City Manager

Subject: Four Laneing of Main Street

The following information and the attached summary are provided in anticipation of our scheduled meeting with State Highway officials in Salem, July 15th at 10:00 am. Copies of both memos are being provided to the committee from the Chamber of Commerce for their appearance at the Highway Commission meeting July the 13th.

1. The attached memo summarizes our contacts with the State Highway Engineer's office.

2. Traffic counts taken in 1964 show a daily use on Main Street of 14,500 vehicles between 21st and 42nd and 8,000 daily east of 42nd.

3. Due to topography, existing land uses, and an inadequate street pattern east of 28th Street, Main Street is the only route for east-west traffic for the major portion of the city east of 42nd street.

4. Cost estimates develped with the State Highway Department indicate a total cost of $1,350,000 for the approximately 5 miles of improvement. At this estimate, the City's share would be $337,500 and the State's cost $1,012,500. This is well within our own estimate of the City's cost. Our money is in the bank waiting for State action.

CITY OF SPRINGFIELD

July 6, 1965

Memo To: Mayor and Council

From: Frank R. Smiley, City Manager

The following provides a chronological summary of the visits and communications with the State Highway Department relative to the four-laneing of Main Street.

Initial interest in the possibilities of this program were concentrated in the spring of 1963, and our first contacts with specific proposals were made at that time.

April 19, 1963: City Manager visited with Forrest Cooper and at this time State agreed that the cost of the four-laneing project could be based on a 1/4-3/4 basis, with the city providing 25% of the total cost.

February 7, 1964: Another visit with Forrest Cooper. He and Rod Porter agreed again on the State's commitment to the 1/4-3/4 basis, and said they felt if the city funds were available in the summer of 1964, the State could commence work in the summer of 1965. They also agreed to send preliminary cost estimates to the city, and we, in turn, submitted our drainage plans the following week.

November 6, 1964: By letter, we notified Cooper that the Springfield voters had approved the bond program and that funds were available for the city's 1/4 share. We also requested the preparation of an agreement to give formal status to the proposed four-laneing. (No agreement has been provided.)

November 19, 1964: City manager and associate engineer reviewed with Rod Porter the planned schedule and cross-sections. We also reviewed the need for stubbing out the sewer laterals, and Porter indicated if the engineering information were provided by the city, the State would include this in the overall project.

December 3, 1964: By letter we submitted the council's approval of the tentative cross-sections. We also proposed a three year program and urged the start of the project in 1965.

December 17, 1964: The City Manager again visited Rod Porter accompanied by the associate city engineer. We reviewed the cross sections and details and sent a confirming letter. At this meeting Rod Porter pointed out that the four-laneing project was included in the Governor's accelerated highway program and, if funds were provided by the legislature, possibilities looked pretty good.

Following our December visit to Salem and prior to our last contact, as indicated below, the storm damage throughout the State was incurred, which of course changed the financial picture. No contact was made with the Highway officials during the legislative session until our meeting in April which was a few weeks before adjournment of the legislature.

April 2, 1965: Mayor Scofield and the City Manager had a meeting scheduled with Forrest Cooper; however, he was tied up when we arrived and we visited with Rod Porter. This was one of the least productive meetings that we have had, and I feel it reflected the frustation of the State Highway officials over the pending action of the State Legislature. We received nothing but dismal predictions by Mr. Porter.

RECEIVED
JUL 29 1965

FOR FILING
20-1136

STATE HIGHWAY COMMISSION MEETING

Delegation Springfield Chamber of Commerce re early widening of Main Street in Springfield

Date 6875 July 1?, 1965

Time 11 a.m.

Name	City or Town	Capacity
Sen. Stadler		
Leonard Wildish		Chairman of Hwys. & Roads Committee
Harrison Hornish		Pres. of Springfield C of C
Robert Smith		Manager of Chamber
John Nelson		Editor of Springfield News

RECEIVED
JUL 2 - 1965
FOR FILING
Gen'l
Insp
Maint
Springfield

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

NOTED
R. L PORTER

OFFICE OF THE
CITY MANAGER

CITY HALL
4TH & A STREETS
TEL. 746-4426

June 28, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

This will confirm my conversation this past Friday with Rod Porter relative to a meeting in your office July 15th.

Mayor David Scofield and most members of the Springfield City Council have indicated a desire to meet with you and, if at all possible, Chairman Jackson or other members of the State Highway Commission to discuss the proposed four laneing of Main Street.

As agreed with Rod Porter, we will plan to meet in your office at 10 a.m. July 15th. The sole purpose of our attending is to request that the State Highway Commission provide a firm date for beginning the four laneing project of Main Street in Springfield. As we have informed you earlier the City's twenty-five percent share of this planned improvement is already available in bond funds provided by the voters this past November.

We appreciate your time in meeting with us and look forward to a productive meeting.

Very truly yours,

Frank Smiley

Frank R. Smiley
City Manager

FRS/dil

copy to FC

RECEIVED
JUN 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 - 1965
FOR FILING

Easier
Project
number - Springfield

June 3, 1965

Mr. Harrison P. Hornish, President
Springfield Chamber of Commerce
Post Office Box 155
Springfield, Oregon

Dear Mr. Hornish:

Reference is made to your May 18 letter urging early construction on Main Street in Springfield (McKenzie Highway) from 28th Street to the east city limits.

This Department and the Highway Commission are aware of the need of and the benefits to be derived from this project. While at this time I can offer no commitment, I am sure the Commission will give this work consideration along with other urgent needs at the time progress schedules are formulated. We have no problems that could not be solved with money.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. R. Chandler

RLP:ms fn

SPRINGFIELD CHAMBER OF COMMERCE

418 MAIN ST. - BOX 155
SPRINGFIELD, OREGON

May 18, 1965

NOTED
R. L PORTER

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

The Springfield Chamber of Commerce Board of Directors, acting upon a recommendation of the Roads and Highways Committee, has gone on record as urging the Oregon State Highway Department to give all possible consideration to the earliest construction schedule for the widening of Main Street from 28th Street to the eastern city limits of Springfield.

While we know that financing is a problem due to the many projects of the State Highway Department, we are aware, also, of the traffic conjestion which now exists on this heavily traveled street and primary highway.

It is sincerely hoped that this project can be planned for the very near future.

Thank you very much.

Very truly yours

Harrison P. Hornish

Harrison P. Hornish
President

HPH:lj
cc: Frank Smiley, Manager
City of Springfield

RECEIVED
MAY 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1965
FOR FILING
20-1136
6875

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

March 24, 1965

ENGINEERING DEPARTMENT

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Rod L. Porter
Deputy State Highway Department
Oregon State Highway Department
Salem, Oregon

Subject: Main Street 4 lane paving,
19th Street to City Limits,
Springfield, Oregon

Dear Mr. Porter:

Reference is made to our letter of December 31, 1964 in which in paragraph h. you were advised that the Springfield Utility Board would furnish maps showing all of their utilities in three increments. Increment No. 1 to 42nd Street was sent to you about January 10, 1965 and Increment No. 2 to 57th Street and Increment No. 3 to City Limits aretransmitted herewith. Copies of all three increments have also been provided to your Resident Engineer, Mr. Alfred W. Bates, 3595 Main Street, Phone 342-1361 x 293.

Please advise us if and when we can be of any assistance in expediting this job.

Very truly yours,

L. T. Eison
City Engineer

NOTED
LLOYD P. SHAW

By Tom R. Johnson
Assoc. City Engineer

TRJ:mds

Enclosures

cc: Mr. A. W. Bates

RECEIVED
MAR 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Morgan for handling (with attach)
3-30-65

RECEIVED
MAR 4 - 1965

COMMISSIONERS:
HERB[illegible] BIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

20-11-36

6875

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

FEB 18 1965

February 16, 1965

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

We have reviewed the prospectus for the location survey on the 19th Street-58th Street Section, McKenzie Highway in Springfield, Lane County which you transmitted to us by letter dated February 8, 1965. There are no streams involved in this project, thus we have no official interest.

Sincerely,

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc Mr. R. Koski, Oregon Game Commission

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J.E. Morelock
L. R. Chandler (2)

NOTED
LLOYD P. SHAW

RECEIVED
FEB 19 1965
FOR FILING

20-1136
6.75

Commissioners
Tallant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

February 11, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the prospectus enclosed with your letter of February 8, 1965.

The subject project is:

19th Street-58th Street Section, McKenzie Highway, Lane County.

There will be no conflict with wildlife resources as a result of this project, so it is approved.

The opportunity to present our views is appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
RECEIVED
FEB 15 1965
COE

RECEIVED
FEB 11 1965
FC
20-1136
6675

J-8-65

Prefix No. 20-1477

LOCATION PROSPECTUS
19TH ST.-58TH ST. SECTION
McKENZIE HIGHWAY IN SPRINGFIELD
LANE COUNTY

HIGHWAY: McKenzie. State Primary No. 15, Federal-aid Primary No. 5.

TERMINI: Westerly at M.P. 2.90W, which point is at the intersection of 19th Street and the McKenzie Highway. Easterly at M.P. 6.32, which point is 0.9 mile east of the proposed connection of the Eugene-Springfield and McKenzie Highways.

LENGTH: 3.42 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening and channelization of the existing McKenzie Highway. The project will start at the one-way couplet, pass over the work completed on the McKenzie Highway-28th Street location and continue on to 58th Street. Reconnaissance has been completed to 42nd Street. Soils investigations will be made in coordination with drainage studies made by the city of Springfield. An economic analysis is not needed at this time. The entire project is within the city of Springfield.

CHARACTERISTICS: The 1964 ADT east of 20th Street is 16,700; between 57th and 58th Street, 6,500. The 20-year projection factor is 2.1.

STANDARDS: Class "A(4)" tangent section, little or no change in vertical alignment. Deviations from State or AASHO standards are not anticipated.

TYPICAL SECTION: Two 24-foot travel ways separated by a 14-foot channelized median. Curbs with 2-foot shy distance will be provided throughout.

BRIDGE: There will be no structures or major stream crossings.

ACCESS: Direct to pavement limited as to location, width and unrestricted as to land use.

BASE: The tentative design for construction is:

Paving	1-1/2"	A.C. Final
	3-1/2"	A.C. Immediate
Top Course Base	2 "	Leveling
Bottom Course Base	16 "	Coarse Base
Total Depth	23 "	

NOTED
R. L PORTER

MATERIAL: Local commercial.

ADDITIONAL FACILITIES: Grade crossing of the Wendling Branch of the Southern Pacific Company Railroad. The P.U.C. map was prepared under the McKenzie Highway-28th Street location. Routine adjustments for power, water and sewer.

AGREEMENTS: Negotiations with City of Springfield.

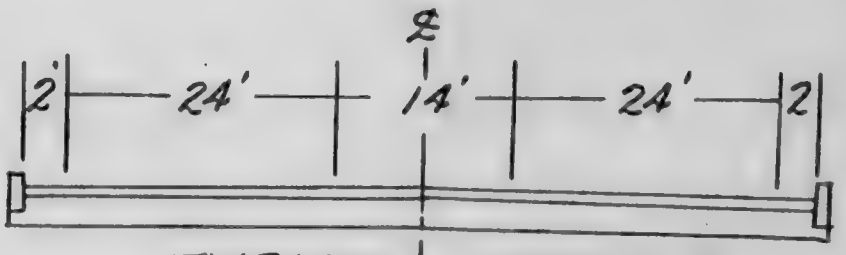
PARKS: None affected.

February 8, 1965
Attachment
cc: Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L.Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
FEB 10 1965
STATE

BEGIN PROJECT

McKENZIE Hwy. - 28th ST.
LOCATION



TYPICAL SECTION

SPRINGFIELD

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SHEET ARRANGEMENT

SIGN

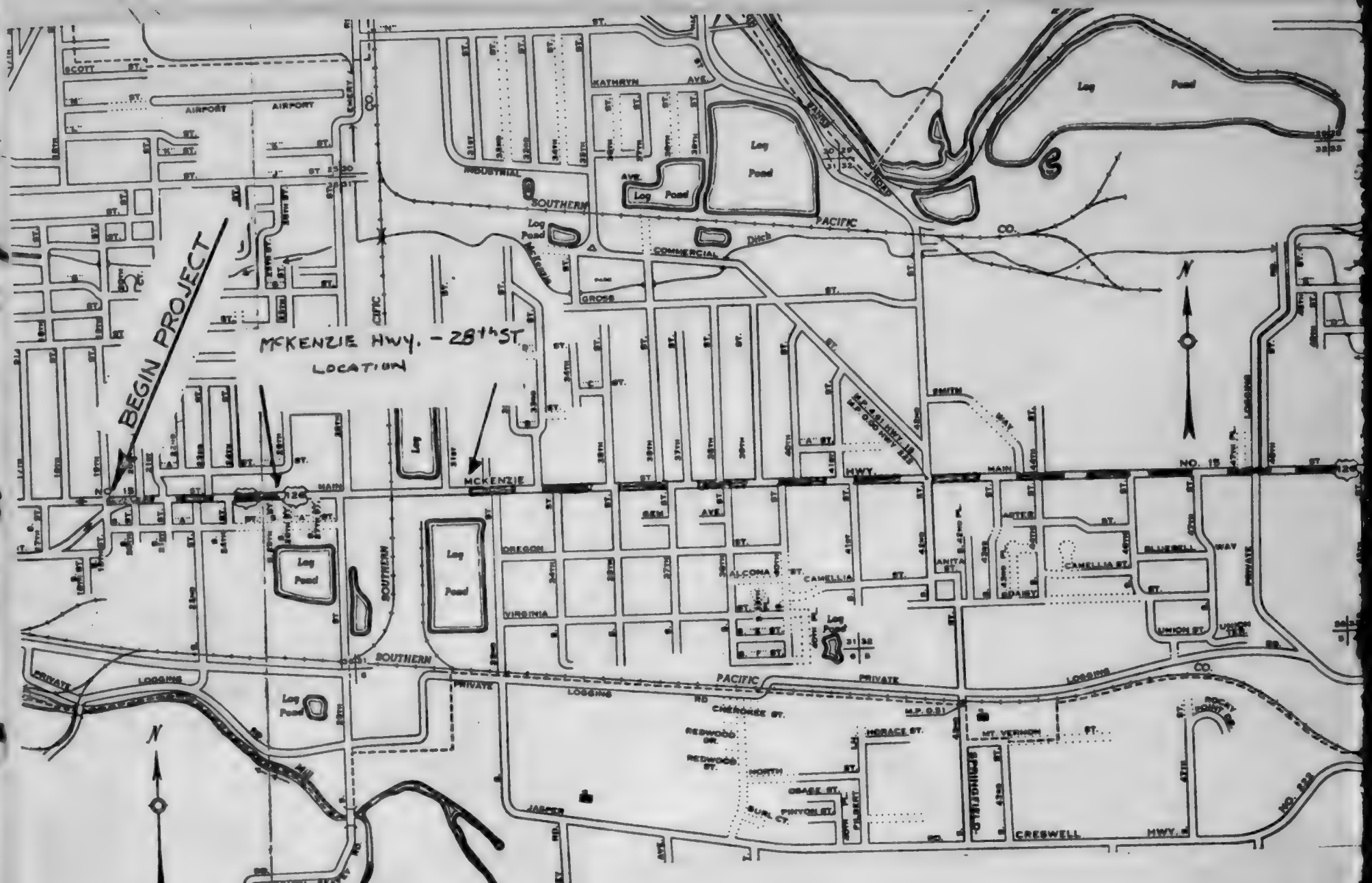
INTERSTATE

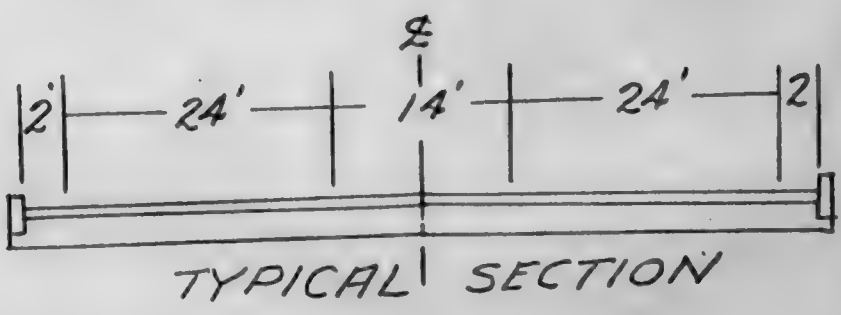
U.S.

ORE.

BEGIN PROJECT

McKENZIE HWY. - 28th ST. LOCATION





TYPICAL SECTION

SPRINGFIELD

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

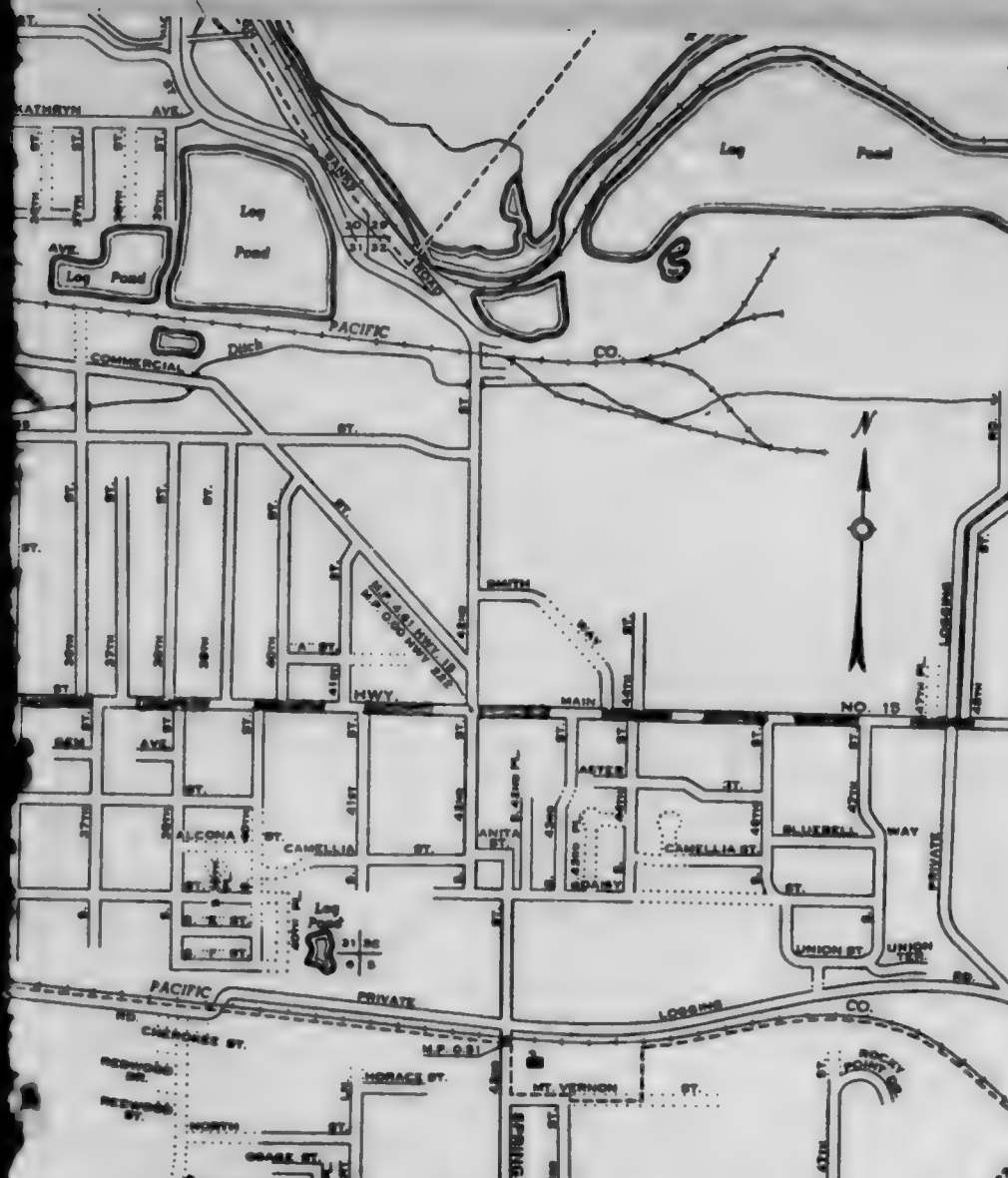
SHEET ARRANGEMENT

SIGN

INTERSTATE

U.S.

ORE.



TYPICAL SECTION

PROSPECTUS MAP

19TH ST. - 58TH ST. SECTION

McKENZIE HWY. (SPRINGFIELD)

LANE COUNTY

Scale 1" = 1600'

1965

RECEIVED
FEB 17 1965
FOR FILING
20-1136
6875

Salem, Oregon
January 20, 1965

Mr. F. D. Morgan
Construction Engineer

Four-lane Paving
Main Street - 19th to
City Limits
City of Springfield

Under date of January 15, Tom R. Johnson, Associate City Engineer, transmitted further information in regard to utilities and suggestions as to how they should be handled under highway construction.

Will you please include these items with those already transmitted to you and take into consideration the suggestions made, evaluating them in the light of City or State responsibility for their costs.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc Forrest Cooper
R. L. Porter

NOTE: Mr. Shaw discussed this with Tom Johnson by telephone February 15 (letters from Johnson dated December 31, 1964 and January 15, 1965). Mr. Johnson was told this project appeared only on the Governor's proposed Guide Program and the outcome of the Governor's request to the Legislature would have much to do with the scheduling.

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
January 15, 1965

ENGINEERING DEPARTMENT

Mr. Rod L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Subject: City of Springfield - Main Street
4-lane paving, 19th Street to
City Limits.

Dear Mr. Porter:

This is to confirm our telephone conversation of a few days ago in which I proposed to come to Salem on February 5, 1965 to discuss the subject project with your designers.

It is my hope that by February 5th your people will have had time to review our letter and enclosures of December 31, 1964 so that our discussion will prove productive. However, I will make a telephone check with you prior to coming to Salem as I know the recent flood damage may have caused our project to have been temporarily set aside.

I am enclosing a copy of a letter and enclosures from the Springfield Utility Board dated January 11, 1965 which deals with the location of its utilities, particularly in the section of Main Street between 19th and 42nd Streets. Perhaps we can add this to our discussion agenda.

Very truly yours,

L. T. Eison
City Engineer

By Tom R. Johnson
Assoc. City Engineer

TRJ:mds

Enclosures

cc: Springfield Utility Board

CITY OF SPRINGFIELD
MUNICIPAL
POWER AND WATER

PHONE 746-2574 346 MAIN STREET P.O. BOX 300
SPRINGFIELD, OREGON

January 11, 1965

C
O
P
Y

Mr. L. T. Elson, City Engineer
City of Springfield
City Hall
Springfield, Oregon

Subject: Main Street 4-lane paving, 19th Street to City limits

Dear Lem:

In accordance with verbal agreement between our Mr. Payne and your Mr. Johnson, submitted herewith are three (3) sets of prints, covering Springfield Utility Board plant between 19th and 42nd Streets.

The following comments are submitted for your information and guidance:

1. The attached map was made from existing City map and is approximate only.

2. Locations given for utility plant are wheeled distances and are to be used for field location only.

Water Utility:

1. The 4-laning of Main Street will require the following changes in the Municipal Water Department plant, prior to and/or during road construction in accordance with the best coordinated procedures that can be arrived at with your department and others involved:

   a. Replace 30 existing galvanized service lines feeding to the south side of the right-of-way.
   b. Install approximately 8 new services.
   c. Clear all existing services as required by construction.
   d. Re-locate existing and place new meters and meter boxes in accordance with plan shown on attached print.
   e. Replace existing steel water mains, re-locate valves on all crossings.
   f. Install three (3) new water main taps to the south (for presently unserved streets).

2. The estimated cost for the above changes and additions, subject to construction requirements which are not known at the present time, is approximately $18,120.00.

Electric Utility:

1. Between 19th and 28th Streets, the Utility has underground street light circuits with light locations as shown on the attached print. Changes, if any, would be made in order to conform to street plan.

2. Between 25th and 42nd Streets, on the south side of Main Street, the Utility has overhead distribution circuits which are supported by wood poles owned by Pacific Northwest Bell. Changes, if any, would be made in order to conform to street plan.

The proposals outlined in this letter are made on the basis of items needed to reduce to a minimum the need for the Water Department to disturb Main Street for future water construction and/or repairs. The Utility does not have the necessary funds to do the work needed. In order for this work to be done it will be necessary that funds be provided either by the City or the State.

Sincerely,

SPRINGFIELD UTILITY BOARD

Jack R. Criswell
Superintendent

dgt

COPY

RECEIVED
JAN 11 1965
CITY OF
SPRINGFIELD
ENG. DEPT

Salem, Oregon
January 15, 1965

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

The attached copy of a letter under date of December 31 from Tom H. Johnson, Associate City Engineer, Springfield, deals with the extension of four-lane paving on Main Street to the east city limits of Springfield. Mr. Johnson has outlined a number of problems, some of which I feel belong to the City rather than the State Highway Department and should be clarified with the City before any project is finalized.

It is desired that a survey be made on this section and arrangements made where necessary and desirable to consider construction of facilities which would be paid for by the City. Items such as manholes, extension of existing sewers, and other matters mentioned by Mr. Johnson, would be better constructed in the first instance than after the highway grade has been built.

Attached are several maps and sketches of City facilities which Mr. Johnson transmitted with his letter. Will you please see that this survey is made and that a liaison is made with the City of Springfield in this regard from time to time.

Lloyd P. Shaw
Assistant State Highway Engineer

Attachments
LPS:ajw

cc Forrest Cooper
R. L. Porter
H. S. Cox

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

ENGINEERING DEPARTMENT

December 31, 1964

REFERRED TO
Shaw
Please see me

Mr. Rod L. Porter
Deputy State Highway Department
Oregon State Highway Engineer
Salem, Oregon

Subject: Main Street 4 lane paving,
19th Street to City Limits,
Springfield, Oregon

Dear Mr. Porter:

As you recall we have held several conferences concerning the subject construction, the last being in your office on December 17, 1964. We feel that at this time it might be well to reduce some of our tentative conclusions and considerations to writing in order to facilitate further discussions and schedule orderly accumulation and inter-exchange of data.

Tentative decisions and conclusions:

a. Cross-section

1 - 12-foot median	12
2 - ½-foot curbs	1
4 - 12-foot travel lanes	48
2 - 3-foot shy lanes	6
2 - 5-foot sidewalks	10
2 - 1½-foot unpaved sections	3
TOTAL R/W Width	80 feet

b. Longitudinal Section

The final asphalt centerline finish grade will remain substantially as existing.

c. Sidewalks will be 5 feet wide located adjacent to the curb, 4" in thickness except at driveways where thickness will be 6" and slope from property line to curb ¼" to 1 foot. Slope from property line outward will be 1½ to 1 unless retaining walls are required in cases where slope easements cannot be obtained.

It is recognized that sidewalk construction is the responsibility of the City, however, the above data is presented mainly for coordination and later discussion of drainage problems arising at or outside the right-of-way limits.

Consideration should be given under the State contract to bring the fill under the sidewalks up to rough subgrade elevation.

d. Drainage

Since it is contemplated that the finished street grade will be generally at a higher elevation than abutting properties certain drainage problems will arise. These are:

1. Drainage off the street pavement at driveways.
2. Drainage along right-of-way lines, longitudinal as well as transverse (catch basins).
3. Drainage easements beyond the 80' right-of-way lines, where required.

e. Driveways: Curb openings will be provided by the State and attendant off-pavement drainage run-off problems occasioned thereby resolved by the State. City ordinances limit driveways (curb cuts) to 18' feet for residential use and 30' feet for commercial use.

Driveway slopes will be so designed as to cause no fouling of vehicle undergear with the surface of the pavement.

f. Sanitary Sewers

Attention is invited to Enclosure (1) which by red pencil markup indicates approximate location of manholes and stubs required in the process of State construction for the section from Wendling Branch Railroad to 42nd Street. Precise stationing location as well as grades and elevations will be sent to the State as soon as possible after receipt of topographical data from the State which will make it possible to accomplish accurate stationing tie-in. Sections from 42nd Street to the City Limits will be furnished to the State as soon as possible after receipt of topographical data.

Attention is invited to Enclosure (2) which shows details of sanitary sewer manholes desired.

The City will make its own arrangements to construct all parallel laterals to be located under the sidewalk or beyond the Main Street right-of-way lines excepting manholes marked in red pencil or stubs circled in red pencil.

Consideration should be given by the State to construct a parallel lateral adjacent to State owned property at the Northwest corner of Main and 42nd Streets

In certain instances it is not considered feasible to construct parallel laterals but instead to extend 6" services directly from the trunk sewer to the property line. Four such cases are shown just west of 42nd Street and are marked by red squares. These services should terminate 3 to 6 feet below the existing ground surface and be stake-marked in accordance with the City of Springfield Standard Specifications.

g. Storm Sewers

The general location of storm sewers as far as 42nd Street is shown on Enclosure (3) together with elevations, pipe sizes and grades. Precise transverse location will be determined by the State and will be subject to City review and approval. Similar data to that shown on Enclosure (3) for the section from 42nd Street to the City Limits will be transmitted in the near future.

h. Utility locations

The City of Springfield is in the process of obtaining data from the Springfield Utility Board as to location of their utilities on Main Street. These utilities consist of overhead and underground power lines as well as water lines. The Springfield Utility Board has promised to furnish maps showing all of their utilities as far East as 42nd Street by January 10, 1965, to 57th Street by February 10, 1965 and to the City Limits by March 10, 1965. These maps will indicate utilities that they wish to leave undisturbed, those that will have to be moved or reinstalled and new ones that will have to be constructed prior to lay down of either new street pavement or sidewalks.

It is presumed that the State will proceed in its usual routine manner to obtain appropriate data from other utility companies involved.

These are: Pacific Power and Light Company
Pacific Northwest Bell Telephone Company
Eugene Water and Electric Board and
Northwest Natural Gas Company.

It is reiterated that topographic data taken by the State should be transmitted to the City of Springfield at the earliest possible date in order that correlation of stationing may be facilitated.

Very truly yours,

L. T. Eison
City Engineer

By Tom R. Johnson
Assoc. City Engineer

TRJ:mds

Enclosure (1), (2) and (3)

cc: Mr. Geary H. Worth w/o enclosure
Springfield Utility Board w/o enclosure
Pacific Power & Light Company w/o enclosure
Pacific Northwest Bell Telephone Co. w/o enclosure
Eugene Water & Electric Board w/o enclosure
Northwest Natural Gas Company w/o enclosure

RECEIVED
DEC 21 1964
FOR FILING

20-1136

6875

Salem, Oregon 97310
December 17, 1964

Mr. Lloyd P. Chew
Assistant State Highway Engineer
OFFICE

On this date, City Manager Frank Smiley, City Engineer L. E. [illegible], City Councilman Cooper from Springfield called at this office and discussed several things. They asked if we had a sketch or plan as to where the Springfield-Eastgate Secondary Highway will connect to Main Street in Springfield. I believe that this has been projected but no final determination as to a location has been established, and I would like to let Mr. Smiley have only general information. Will you see what you can find on this.

The City would like an estimate of the final accounting on the Springfield Bypass job as soon as possible. As I recollect, the City's deposit was probably large enough to cover its share of the bike-path-sidewalk project, but the City's share of the traffic signals at Centennial Boulevard will possibly have a small balance remaining. Would you please have this estimated as soon as possible.

Relative to the future improvements on Main Street, the City was requested that as much area as possible be reserved for right-of-way. They are agreeable to a 44-foot median lane, 12-foot traffic lanes, and no parking.

In connection with this project [illegible] the Governor's proposed 1965 plans [illegible] with whatever location and design work is necessary to finalize final plans. Since this is to be a cooperative project, the Oregon Highway Division and the Federal Administration should work closely with the City of Springfield as they [illegible] some unusual [illegible] and will be problems to consider.

R. L. Porter
Deputy State Highway Engineer

RLP:mm srb

cc: Mr. Forrest Cooper
Mr. Victor D. Wolfe

RECEIVED
DEC 23 1964
FOR FILING

20-1136
6875

Salem, Oregon
December 17, 1964

Mr. R. L. Porter
Deputy State Highway Engineer

The following refers to the City of Springfield letter of December 3 requesting widening of the McKenzie Highway from the Paramount area to the east city limits.

Estimates have been made of cost to widen this section to 66 feet which are broken into three sections. The first, from 20th to 31st (.6 mile), grading and paving, $100,000; from 31st to 42nd, grading and paving, $280,000; and from 42nd to east city limits, grading and paving, $950,000. These estimates do not include sidewalks.

In the event sidewalks are desired, the first section listed would require an additional $61,000 for portland cement concrete sidewalk; the second section would require $30,000; and the third, $100,000.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY
You comment please

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

December 3, 1964

Mr. Rod Porter, Deputy Engineer
State Highway Department
Salem, Oregon

Dear Rod:

Following my visit with you this past month (November 19) the Springfield City Council has discussed the matter of typical cross sections for the scheduled four laneing of Main Street from the Paramount area to the east city limits. I have been instructed to relay the following Council preferences to you, and follow up as necessary to work out further details of design and scheduling.

The Council feels that within the existing 80 foot right of way the most desirable section would provide 4 - 12 foot travel lanes, 3 foot shy lanes on each side, and a median strip of sufficient width to leave approximately 6-1/2 feet of right of way behind the curbs. This proposal would reduce the median strip width to approximately 13 feet; however, we would hope that adequate refuge lanes and turning movements could be accommodated in this width.

The second item stressed by the Council was the desirability of constructing sidewalks as part of the improvement. This part of the project would be assessed to the abutting property owner by the City; however, we would hope to see the work integrated with the paving project.

As discussed with you at our November meeting, we will be submitting to you drawings of our sanitary sewer trunk line which is parallel to and within the highway right of way with indications of stub outs and extensions which will need to be completed ahead of the paving work.

I will be out of the City during the week of December 7 through the 12th, and will plan to contact you the following week to assure that we are providing all necessary data for your use in this project.

As we have mentioned before, it is our desire and concern that we begin this project during the construction season of 1965 if at all possible. We would expect the entire project to be spread over several years work and would suggest a schedule as follows:

RECEIVED
DEC 4 1964
OREGON
STATE HIGHWAY COMMISSION

Copy To Tebeau
12-8-64

First year - improvements from Paramount to 42nd Street.

Second year - improvements from 42nd Street to 57th Street.

Third year - improvements from 57th to the City Limits at 71st Street.

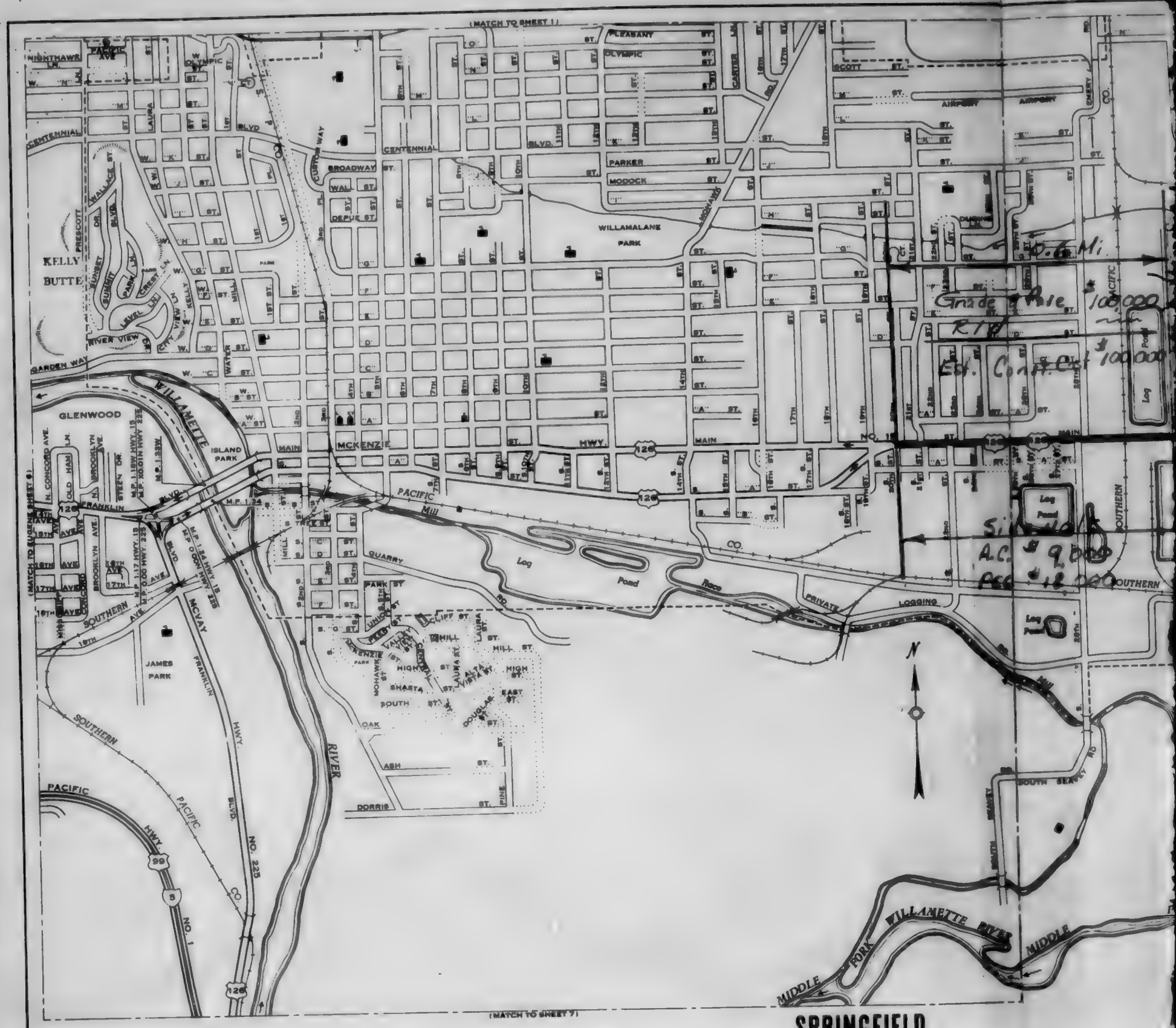
Please be assured of our interest in working and cooperating with the State Highway Department towards the early initiation of this project.

Very truly yours,

Frank R. Smiley
City Manager

FRS:mp

RECEIVED
OCT 1964
OFFICE OF
STATE HIGHWAY ENGINEER



SIGNED ROUTES

INTERSTATE (0)
US (00)
ORE (00)

LEGEND

- Post Office
- Public Bldg
- School
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- RR Depot
- Street open for travel.
- Street dedicated but not open
- City Limits

SPRINGFIELD

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 28,717

Scale in Feet

March 1963

SHEET 3 OF 7 SHEETS

(MATCH TO SHEET 3)

0.6 Mi

1.0 Mile

Grade & Pave $280,000
R/W
Est. Const Cost $280,000

Log Pond

Log Pond

Log Pond

3.3 Miles
Grade & Pave $950,000
R/W
Est. Const Cost $950,000

Sidewalk
AC $50,000
PCC $100,000

Est. based on
66' Street Section
4-12' lanes
1-14' median
2' sid'k. to curbs

S. de-walk cost not included in Rdway est.

THURSTON
BANKS RD.
MT. VERNON RD.
MCKENZIE HWY.
MAIN ST.
CHAPMAN ST.
LOGGING RD.
CRESWELL
PACIFIC HWY.
NO. 222
TO CRESWELL
N
M.P. 7.86

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- Public Bldg
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- School
- R R Depot
- Street open for travel
- Street dedicated but not open
- City Limits

SPRINGFIELD

LANE COUNTY, OREGON

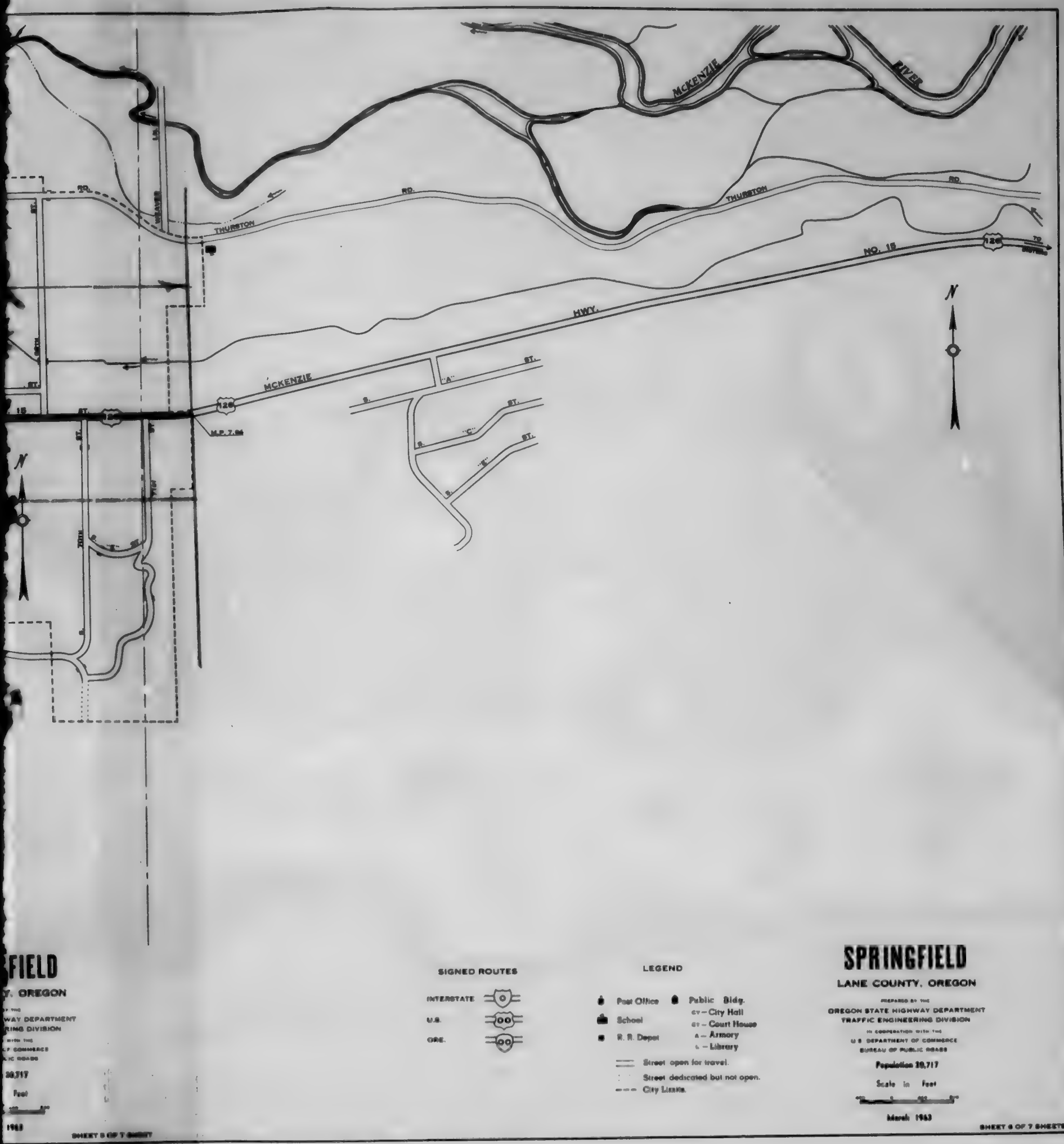
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN CO-OPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 20,717

Scale in Feet

March 1963

SHEET 5 OF 7 SHEET



SPRINGFIELD

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 39,717

Scale in Feet

0 500 1000

March 1963

SHEET 6 OF 7 SHEETS

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- Public Bldg.
- School
- CH — City Hall
- CT — Court House
- A — Armory
- L — Library
- R. R. Depot
- Street open for travel.
- Street dedicated but not open.
- City Limits.

RECEIVED
DEC 16 1964
FOR FILING

20-1136
6875

December 3, 1964

Mr. Rod Porter, Deputy Engineer
State Highway Department
Salem, Oregon

Dear Rod:

Following my visit with you this past month (November 19) the Springfield City Council has discussed the matter of typical cross sections for the scheduled four laneing of Main Street from the Paramount area to the east city limits. I have been instructed to relay the following Council preferences to you, and follow up as necessary to work out further details of design and scheduling.

The Council feels that within the existing 80 foot right of way the most desirable section would provide 4 - 12 foot travel lanes, 3 foot shy lanes on each side, and a median strip of sufficient width to leave approximately 6-1/2 feet of right of way behind the curbs. This proposal would reduce the median strip width to approximately 13 feet; however, we would hope that adequate refuge lanes and turning movements could be accommodated in this width.

NOTED
R. L. PORTER

The second item stressed by the Council was the desirability of constructing sidewalks as part of the improvement. This part of the project would be assessed to the abutting property owner by the City; however, we would hope to see the work integrated with the paving project.

As discussed with you at our November meeting, we will be submitting to you drawings of our sanitary sewer trunk line which is parallel to and within the highway right of way with indications of stub outs and extensions which will need to be completed ahead of the paving work.

I will be out of the City during the week of December 7 through the 12th, and will plan to contact you the following week to assure that we are providing all necessary data for your use in this project.

As we have mentioned before, it is our desire and concern that we begin this project during the construction season of 1965 if at all possible. We would expect the entire project to be spread over several years work and would suggest a schedule as follows:

RECEIVED
STATE HIGHWAY COMMISSION

First year - improvements from Paramount to 42nd Street

Second year - improvements from 42nd Street to 57th Street.

Third year - improvements from 57th to the City Limits at 71st Street.

Please be assured of our interest in working and cooperating with the State Highway Department towards the early initiation of this project.

Very truly yours,

Frank R. Smiley
City Manager

FRS:mp

cc: Forrest Cooper

RECEIVED
NOV 20 1964

20-1136

6-72

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1964

SUBJECT:

To: MEMO TO FILE

L

On this date, Frank Smiley, City Manager of Springfield, and Springfield's Associate City Engineer Johnson, called at this office to discuss the possible fourlaning of Main Street in Springfield. They asked that high priority be given to storm sewers and four-lane construction between 21st and 42nd Avenues. They stated that the City had recently authorized drainage bonds, which will take care of storm water off the right-of-way and that the City desires to cooperate with the State on the usual 75-25 percent basis on the street improvement.

It is estimated that the project will cost in the neighborhood of $400,000 if a 72-foot width is constructed. The City Manager stated that because of the cost problem, he favored a 72-foot street and would recommend to the City Council that parking be prohibited on this route.

I informed Mr. Smiley that we are aware of the need for the work and that we have it in mind, but I could give him no date as to possible commencement of construction.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe
Mr. L. R. Chandler

RECEIVED
NOV 20 1964
FOR ...
20-1136
6875

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

November 6, 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: Four Laneing of Main Street

Dear Mr. Cooper:

The voters in Springfield have approved the sale of $1.6 million in drainage bonds to provide necessary storm drain facilities in the eastern portion of the city. The intent of the Council, as spelled out in the ballot title is to use some of these funds for the City's share in four laneing Main Street eastward to the city limits at 71st Street.

The purpose of this letter is to notify you of the approval of the bond issue; to indicate that we would expect to have bonds sold and our share of the money available to the State by January or February of this coming year; and to request your early preparation of an agreement between the City and the State Highway Department for the four laneing of Main Street and the initiation of the necessary design work.

I will plan to call Rod Porter within the next few days and request a meeting with some of your staff to discuss preliminary schedules and plans for the initiation of this project which the City of Springfield has been looking forward to for some time. Your consideration and assistance in this matter will be appreciated as always.

Very truly yours,

Frank R. Smiley
City Manager

FRS:mp

RECEIVED
NOV 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
NOV - 9 1964
OREGON
STATE HIGHWAY COMMISSION

FORM E-90 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1964

SUBJECT: Main Street Improvement
City of Springfield

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

An estimate has been prepared for improvement of Main Street (McKenzie Highway) in the city of Springfield from 20th Street easterly to 42nd Street. A small scale map is attached depicting the limits of this proposal. The estimate has been segregated into two units with two proposals each for the improvement: a 72-foot street (four 12-foot lanes, two 10-foot parking strips, and a 4-foot median) and an 84-foot street (four 12-foot lanes, two 10-foot parking strips, and a 16-foot median).

On Unit A-B (20th Street-31st Street) improvement would involve the widening of the present four-lane facility from a prevailing 42-foot width (no curbs) to an adequate curbed section. Estimated costs for a 72-foot street proposal and an 84-foot street proposal are tabulated below. Length of the unit is 0.6 mile.

	72-foot street	84-foot street
Grade and Pave	$110,000	$140,000
Right of Way	- - - -	50,000
Est. Const. Cost	$110,000	$190,000

These estimates include the adjustment of the existing sewer appurtenances and railroad signals for the Wendling Branch of the Southern Pacific Company Railroad.

On Unit B-C (31st Street-42nd Street) improvement would involve the widening of the present two-lane facility to an adequate curbed section. Costs for the two alternatives as indicated above are as follows for 1.0 mile:

	72-foot street	84-foot street
Grade and Pave	$290,000	$320,000
Right of Way	- - - -	50,000
Est. Const. Cost	$290,000	$370,000

Costs for a storm-sewer system are included in the above estimates.

Following is an excerpt from the 1962 Traffic Volume Tables showing the ADT from 20th Street to the east city limits of Springfield:

On Main Street

3.02	0.01 mile east of 20th Street	16,500
3.20	0.01 mile east of 23rd Street	15,000
3.64	0.10 mile west of 32nd Street	14,500
3.75	0.01 mile east of 32nd Street	12,200
4.60	0.01 mile west of Springfield-Creswell Highway (42nd Street)	10,300
4.62	0.01 mile east of Springfield-Creswell Highway (42nd Street)	9,000
5.33	0.01 mile east of 48th Street	7,600
6.33	0.01 mile east of 57th Street	5,800
7.58	0.01 mile east of 69th Street	4,050
7.88	East city limits of Springfield	3,800

From an analysis of this table, it would appear that a four-lane facility would be in order. One fact worth mentioning would be the effect that the ultimate construction of the Eugene-Springfield (the so-called "Q" Street Extension) would have on the existing facility. From information received from the Urban Design Section, about 4,000 ADT (adj. to 1962) would use the "Q" Street Extension leaving the remainder to use the existing facility; from this, improvement of the existing facility would still be needed.

W. H. Tebeau

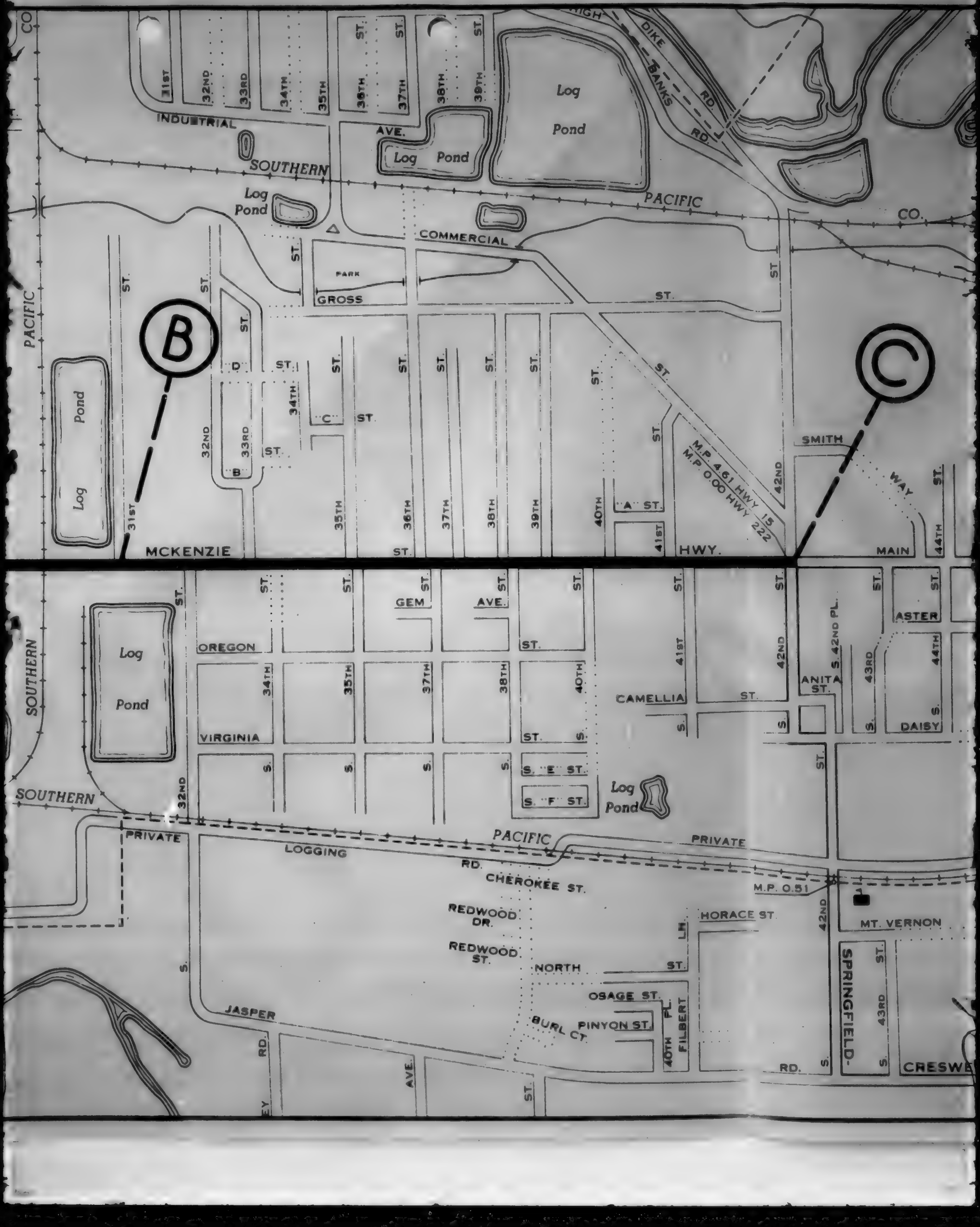
W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp
Attach.

R. 216

CENTENNIAL
BLVD.
CUSTOM WAY
BROADWAY
WALL ST.
DEPUE ST.
PRESCOTT
WALLACE ST.
DR.
SUNSET
BLVD.
SUMMIT
PARK LN.
CREST LN.
LEVEL LN.
KELLY
VIEW LN.
RIVER VIEW
DR.
KELLY BUTTE
PARK
MILL
1ST ST.
3RD PL.
SPRIN
GARDEN WAY
WATER ST.
WILLAMETTE
ISLAND PARK
GLENWOOD
MAIN
MCKENZIE
HWY.
N. CONCORD AVE.
OLD HAM LN.
BROOKLYN AVE.
STEEN DR.
M.P. 1.18W HWY. 15
M.P. X0.01N HWY. 225
M.P. 1.33W
FRANKLIN BLVD.
M.P. 1.34
PACIFIC
Mill
S. TREE ST.
QUARRY
Log
RD.
BROOKLYN AVE.
M.P. 1.17 HWY. 15
M.P. 0.00 HWY. 225
M.P. 1.24 HWY. 15
M.P. 0.00N HWY. 225
MISSISSIPPI AVE.
CONCORD
SOUTHERN
MCVAY
FRANKLIN HWY.
JAMES PARK
UNION ST.
PEERY ST.
CLIFF ST.
VALLEY VIEW ST.
CENTRAL
LAURA ST.
HILL ST.
MCKENZIE PARK
MOHAWK ST.
HIGH ST.
VISTA ST.
SHASTA ST.
SOUTH ST.
EAST ST.
DOUGLAS ST.
OAK
ASH ST.
RIVER
PACIFIC
(MATCH TO EUGENE SHEET 6)

NGFIELD
AIRPORT
WILLAMALANE PARK
MOHAWK
PARKER ST.
MODOCK ST.
DUBIN LN.
PACIFIC
Log Pond
SOUTHERN
HWY. 126
MAIN
CO.
Pond
Race
PRIVATE LOGGING RD.
Mill
SOUTH SEAVEY RD.
N


INDUSTRIAL
AVE.
SOUTHERN
PACIFIC
CO.
COMMERCIAL
Log Pond
Log Pond
Log Pond
Log Pond
Log Pond
Log Pond
DIKE
BANKS RD.
PARK
GROSS
PACIFIC
MCKENZIE
HWY.
M.P. 4.61 HWY 15
M.P. 0.00 HWY 222
SMITH
MAIN
WAY
B
C
31ST
32ND
33RD
34TH
35TH
36TH
37TH
38TH
39TH
40TH
41ST
42ND
A ST.
B ST.
C ST.
D ST.
OREGON
VIRGINIA
GEM AVE.
CAMELLIA ST.
ANITA ST.
S. 42ND PL.
ASTER
DAISY
S. E ST.
S. F ST.
Log Pond
SOUTHERN
PRIVATE
LOGGING RD.
PACIFIC
PRIVATE
CHEROKEE ST.
M.P. 0.51
REDWOOD DR.
REDWOOD ST.
NORTH ST.
HORACE ST.
MT. VERNON
SPRINGFIELD-
OSAGE ST.
PINYON ST.
BURL CT.
FILBERT
JASPER RD.
AVE.
RD.
CRESWE

Log Pond

Located Alignment

CO.

N

LOGGING RD.

NO. 15

MAIN

44TH ST.

ASTER ST.

DAISY S.

CAMELLIA ST.

BLUEBELL WAY

47TH PL.

47TH ST.

48TH ST.

49TH ST.

50TH ST.

51ST ST.

52ND ST.

53RD ST.

54TH

55TH ST.

PRIVATE

UNION ST.

UNION TER.

RD.

LOGGING CO.

PRIVATE

ROCKY POINT DR.

ST. VERNON ST.

43RD ST.

CRESWELL HWY.

NO. 222

SOUTHERN SPRINGFIELD-JASPER

CRESW

126

126

DONAL ST.

E ST.

D ST.

C ST.

B ST.

F ST.

J ST.

LEOTA ST.

MCKENZIE

CHAPMAN ST.

MAIN ST

SCALE: 1"=

Located Alignment

Eugene - Springfield HWY.

RD.

THURSTON

J ST.

55TH ST.

57TH PL.

ST.

50TH

52ND

F ST.

53RD ST.

E ST.

DONAL ST.

D ST.

G ST.

C ST.

B ST.

A ST.

54TH

55TH

56TH

57TH ST.

58TH

LEOTA ST.

CHAPMAN ST.

MCKENZIE

MAIN

51ST

126

HWY.

S. 50TH ST.

S. 51ST ST.

S. 51ST PL.

S. 52ND ST.

S. 52ND PL.

57TH

LOGGING

PRIVATE

SOUTHERN

SPRINGFIELD-

JASPER

CRESW

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE SKETCH MAP

MAIN STREET IMPROVEMENT 20th - 42nd ST's

CITY OF SPRINGFIELD

McKENZIE HIGHWAY

LANE COUNTY

SCALE: 1"=800'

APRIL 1964

RECEIVED
MAR 17 1964
FOR FILING

20-11.36
6875

Salem, Oregon
February 26, 1964

Mr. T. D. Morgan
Construction Engineer
B u i l d i n g

City of Springfield
Proposed Four-laning
Main Street

A copy of a communication from F. R. Smiley, City Manager, City of Springfield, is attached. Mr. Smiley requests an estimate of cost of four-laning Main Street from approximately 28th to 42nd. Prints of two maps are attached to Mr. Smiley's communication and are the only maps available to us on this particular project. Will you please have them copied, if possible, so that we may have file copies of the City of Springfield material.

It is my understanding that while this is not a crash program, a reasonable priority should be given this project.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

Estimated costs as per "windshield" type estimate given to Smiley by telephone 3-13 --LPS

REFERRED TO
Shaw
BY DEPUTY STATE ...

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

OFFICE OF THE
CITY MANAGER

February 21, 1964

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

During our recent visit in your office this past February the 7th, I agreed to send you some engineering information regarding the drainage facilities which will be included in the proposed four-laneing of Main Street from approximately 28th to 42nd.

I am including with this letter two drawings showing the plan of the drainage facilities along both sides of Main Street from 28th to 42nd. One is a sketch showing the overall drainage proposal for the general area in order that your people might better appreciate the complete intregration of drainage facilities from the state highway culvert at 42nd and Main to the drop structure in the Soil Conservation Service floodway project north of Main near the S. P. Railroad. The maps show pipe sizes circled and invert elevations underlined for the various sections of piping along both sides of Main Street. Spot ground elevations are also shown on the maps by the usual indication of the small x's. We have also shown the location of side streets storm lines where we would anticipate these future lines coming in to the proposed Main Street drainage. The City Engineer also points out that the city datum is approximately 0.35 feet below the state datum.

Sent with maps

I trust that the foregoing and the enclosed information will be sufficient for your people to provide us with the estimated construction cost of four-laneing this section of Main Street in order that we may plan to provide our one-fourth share of the cost. As previously agreed and understood with you, the city would not expect any participation from the state on drainage work or other improvements outside the State Highway right of way. We would anticipate providing these improvements prior to or in conjunction with the proposed four-laneing of Main Street.

Thanks again for your assistance in this project and be assured that if further information is needed or if we can assist further, we will be most happy to do so.

Very truly yours,

Frank R. Smiley
City Manager

RECEIVED
FEB 24 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 24 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FRS:mp

Enclosure

copy to FC

16-3310 Love - Illinois State Park 1/68
(Park facilities)
6876

RECEIVED
MAR 27 1967
FOR FILING
16-3310
6876

March 24, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $1,200 will be made to Mann Construction Company on Contract No. 6876 for construction of park facilities in Cove Palisades State Park in Jefferson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $148,285.63 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Head, Assistant Secretary

fhm

cc Mann Construction Company
P.O. Box 595
Redmond, Oregon 97756

C.H. Maison
Attn: John Herr

RECEIVED
APR 12 1967

16-3310

6876

March 15, 1967

Mann Construction Company
P. O. Box 595
Redmond, Oregon 97756

#3

Gentlemen:

The State Highway Commission at its meeting on March 14, 1967, considered your request for an extension of time on Contract No. 6876 in Cove Palisades State Park in Jefferson County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request that the specified completion date be advanced to November 12, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: J. F. Putnam
Don Pallette
L. H. Young
F. D. Morgan
C. H. Nelson

wln

D D

(Rev.)—6M—0-64

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 5 - 1966 PM
7 8 9 10 11 12 1 2 3 4 5 6

RECEIVED
DEC 2
J. E. PALLETT
Road Bridge Engr.

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 15, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from of Oct. 31/66 ~~days~~ to Nov. 12/66 ~~days~~, within which to complete our Contract No. 6876, without the assessment of liquidated damages. The said contract is described as follows:

extension of the required completion date

calendar days

The dates of the ~~workdays~~ during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Toilet partitions were late arriving from factory, and during the same period it was discovered that the State-furnished power was inadequate, causing the pump to fail continuously, resulting in our electrician making several extra trips and doing extra work, and ourselves making several long distance phone calls trying to locate the trouble. If you will read the attached letter I think you will see this 12 day delay was beyond the control of the Contractor.

Respectfully submitted,

MANN CONSTRUCTION CO. REDMOND, OREGON
Contractor

By Richard Mann
Richard Mann, OWNER

CONSENT OF SURETY

Date November 15, 19 66

We, United Pacific Insurance Company

PO Box 1788, Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of ~~workdays~~ calendar days, and hereby agree to remain fully bound as surety in all respects as if the number of ~~workdays~~ calendar days remained as stipulated in the original agreement.

W L Pierce
Attorney-in-fact
W.L.Pierce

(SEAL)

W L Pierce
Resident Agent
Bill Pierce Insurance
412 6th St. Redmond, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6876 Contractor Mann Construction Company

Highway .....

Section The Cove Palisades State Park

Kind of Work Park Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Grant extension requested without assessment of liquidated damages because U. S. Department of Defense priority orders prevented manufacture and delivery of toilet stalls intime to complete work. All work except installation of stalls complete on specified date of completion.

Recommended for Approval:

C. H. Pulsman
Division Engineer

Ivan V. Marchand
Construction Engineer or Bridge Engineer

L. M. Gaunt
Asst State Highway Engineer

Contract No. 6876

Project designation State
State-Federal

Date awarded July 6, 1966

Work started August 10, 1966

Per cent completed 100 % on November 12, 1966

Specified Completion Date October 31, 1966
Date

~~No. of Workdays Allowed~~

Date Completed November 12, 1966

~~No. of Workdays Used~~
Days

No. of Added ~~Workdays~~ Requested 12

RECEIVED
MAR 2 - 1967
FOR FILING
16-3310
6876

March 2, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6876 awarded to Mann Construction Company for park facilities in Cove Palisades State Park in Jefferson County was completed on November 12, 1966, and accepted by the Highway Commission on March 1, 1967.

Final payment in the amount of $5,676.82 will be released to the contractor after March 9, 1967. The total contract amount is $147,085.63 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Mann Construction Company
P.O. Box 595
Redmond, Oregon 97756

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 2 - 1967
FOR FILING

16-3310

6876

March 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 12, 1966 on Contract No. 6876. The contract was with Mann Construction Company and was for construction of park facilities for The Cove Palisades State Park in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 1, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
J. F. Putnam

bg ja

RECEIVED
FEB 10 1967
FOR FILING

16-3210

6876

February 10, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 3
March 14, 1967 meeting

Gentlemen:

Mann Construction Company, contractor for the construction of park facilities at the Cove Palisades State Park in Jefferson County, Contract 6876, has requested that the date of completion be advanced from the specified date of October 31, 1966, to November 12, 1966, without assessment of liquidated damages.

The contractor cites late delivery of rest-room stall partitions as his reason for failure to complete the work on time.

Investigation reveals that manufacture and shipment of the stalls were delayed by the presence of U. S. Department of Defense priority orders in the manufacturing plant. All work except placement of the stalls was completed on the specified completion date.

Because the contractor was prevented from completing the work by conditions beyond his control, I recommend that the extension requested be granted without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
J. F. Putnam

CAG:jf bg

E-120 (Rev.)—6M—9-66

RECEIVED
CON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 5 - 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
DEC 2
P.M.

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 15, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from extension of the required completion date of Oct. 31/66 days to Dec. 12/66 days, within which to complete our Contract No. 6076, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Toilet partitions were late arriving from factory, and during the same period it was discovered that the State-furnished power was inadequate, causing the pump to fail continuously, resulting in our electrician making several extra trips and doing extra work, and ourselves making several long distance phone calls trying to locate the trouble. If you will read the attached letter I think you will see this 12 day delay was beyond the control of the Contractor.

Respectfully submitted,

HAHN CONSTRUCTION CO. REDMOND, OREGON
Contractor

By Richard Hahn
Richard Hahn, OWNER

CONSENT OF SURETY

Date November 15, 1966

We, United Pacific Insurance Company

PO Box 1788, Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of calendar days and hereby agree to remain fully bound as surety in all respects as if the number of calendar days remained as stipulated in the original agreement.

W. L. Pierce
Attorney-in-fact

W.L. Pierce

(SEAL)

W. L. Pierce
Resident Agent

Bill Pierce Insurance
422 6th St. Redmond, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6676 Contractor Mann Construction Company

Highway .....

Section The Cove Palisades State Park

Kind of Work Park Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant extension requested without assessment of liquidated damages because U.S. Department of Defense priority orders prevented manufacture and delivery of toilet stalls in time to complete work. All work except installation of stalls complete on specified date of completion.

Recommended for Approval:

J. Fulton
Division Engineer

Duane M. Merchant
Construction Engineer or Bridge Engineer

C. M. Ellington
Asst. State Highway Engineer

Contract No.	6676
Project designation	State (State-Federal)
Date awarded	July 6, 1966
Work started	August 10, 1966
Per cent completed	100 % on November 12, 1966 (Date)
No. of Workdays Allowed	October 31, 1966
No. of Workdays Used	November 12, 1966
No. of Added Workdays Requested	12

SP*6208-734

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cove Palisades State Park		WEEK ENDING: 1-21-67
		SECTION PREFIX: ~~16x18 16-3311 P~~ 16-3310
HIGHWAY:		COUNTY: Warm called to Jefferson Pulit Location
NAME OF JOB: Cove Palisades State Park	KIND OF WORK: Park Facilities	
CONTRACTOR: ~~Mann Const. Co.~~	CONTRACT NUMBER: 6876	FEDERAL AID PROJECT NUMBER: State-FBOR
DATE OF CONTRACT: 7-6-66	DATE WORK STARTED: 8-10-66	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 10-31-66	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $172,343.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
EXCLUSIVE OF ENGINEERING: $160,087.73	ENGINEERING AUTHORIZATION: $12,255.52	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $150,572.51	ENGINEERING COST TO DATE: $10,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95 %
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5.9 %	PERCENT OF AUTHORIZATION: 81.6%	DATE PROJECT WAS COMPLETED: 11-12-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 0					
HOURS PER SHIFT 0					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Cloudy			
THURSDAY	Overcast			
FRIDAY	Rain			
SATURDAY	Rain			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
1-15-67 SUNDAY	No Activity
1-16-67 MONDAY	XXXXXXXXXXXX Draft final parts of Semi-Final XX
1-17-67 TUESDAY	Type Semi-Final
1-18-67 WEDNESDAY	XXX Submit Semi-Final to Division Office Contractor Finished on 11-12-67. Final Forms received from contractor last week.
1-19-67 THURSDAY	Project 100% Complete.
1-20-67 FRIDAY	
1-21-67 SATURDAY	

REMARKS

RECEIVED
JAN 23 1967
STATE PARKS
DEPARTMENT

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
JAN 23 1967
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED D.E. Pallett for LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
NOV 1 1966
FORM E-BOX—GEN—7-65

FOR FILING
16 331C
L 270

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1966

To: L. H. Young, Office Engineer
Office Engineering Division
B U I L D I N G

SUBJECT: Cove Palisades State Park
Sunset Bay State Park
Ainsworth State Park
Valley of the Rogue State Park

The Bureau of Outdoor Recreation has called and advised us to be sure that all contractors are aware of the General Provisions (attached) under which they must operate. They stressed that these must be included in the contract documents as the auditors will be visiting us shortly and looking for specific items such as these.

Please double check to be sure these requirements have been met. Your cooperation is, as always, highly appreciated.

Robert L. Wilder
State Recreation Director

RLWtags

Attachment

cc: L. P. Shaw
D. G. Talbot
C. E. Maison
W. E. Gambill
J. T. Hollingsworth
V. G. O'Neil
Gary Woodring

NOTED
LLOYD P. SHAW

RECEIVED
NOV 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

~~Exhibit B~~

LAND AND WATER CONSERVATION FUND PROJECT AGREEMENT

General Provisions

A. Definitions

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior.

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project stage which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

(a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director.

(b) [redacted]

(c) [redacted]

(d) [redacted]

(e) [redacted]

"During the performance of this contract, the contractor agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

"(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

"(7) The contractor will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, (2) assist and cooperate actively with the BOR and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Secretary of Labor, (3) obtain and furnish to the BOR and to the Secretary of Labor such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Secretary of Labor or the BOR pursuant to Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965.

13. [redacted]

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. Development plans and specifications shall be available for review by the Director upon request.

8. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director.

9. If any tract or parcel of, or interest in, real property subject to being purchased under the provisions of this agreement, but not identified herein, is found by the Director for any reason not to be suitable for Federal assistance, all obligations of the United States hereunder shall cease as to such parcel, tract or interest.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. The State shall use any funds received by way of advance payment from the United States under the terms of this agreement solely for the project or project stage herein described.

4. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

5. Because one of the basic objectives of the Land and Water Conservation Fund Act is to enhance and increase the Nation's outdoor recreation resources, it is the intent of the parties hereto that recipients of assistance will use moneys granted hereunder for the purposes of this program, and that assistance granted from the Fund will result in a net increase, commensurate at least with the Federal cost-share, in a participant's outdoor recreation. It is intended by both parties hereto that assistance from the Fund will be added to, rather than replace or be substituted for, State and local outdoor recreation funds.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

4. Because the benefit to be derived by the United States from the full compliance by the State with the terms of this agreement is the preservation, protection, and the net increase in the quantity and quality of public outdoor recreation facilities and resources which are available to the people of the State and of the United States, and because such benefit exceeds to an immeasurable and unascertainable extent the amount of money furnished by the United States by way of assistance under the terms of this agreement, the State agrees that payment by the State to the United States of an amount equal to the amount of assistance extended under this agreement by the United States would be inadequate compensation to the United States for any breach by the State of this agreement. The State further agrees, therefore, that the appropriate remedy in the event of a breach by the State of this agreement shall be the specific performance of this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. Sec. 118k (1964), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property acquired or developed pursuant to this agreement to other than the public outdoor recreation uses specified in the project proposal attached hereto without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

J. Nondiscrimination

1. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement.

2. The State shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, 78 Stat. 241 (1964), and with the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17 (1964).

3. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

K. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

L. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

OCT 3 1 1966

16-3210

6876

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
U. S. COURT HOUSE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
G30

OCT 19 1966

Shaw

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

We are returning billings for the following Oregon projects: Sunset Bay Development - 36-66-00005, Ainsworth State Park Development - 36-65-66-00004, Oregon's Statewide Comprehensive Plan - 36-65-00002, Cove Palisades State Park Development - 36-66-00008, Valley of the Rogue State Park Development- 36-66-00006.

Attached is a copy of the certification per telephone conversation with Bob Wilder on October 18, 1966. The billings should also include work accomplishments for the period which the billing covers.

Sincerely yours,

Fred J. Overly
Regional Director

By: Acting

Attachment
cc: Dan P. Allen
Dave Talbot

Original
REFERRED TO
Wilder
BY LLOYD P. SHAW
with billings
10-31-66

RECEIVED
OCT 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1966
OREGON
STATE HIGHWAY COMMISSION

I certify that the billing is correct and just and is based upon actual payment(s) of record by the participant State or political subdivision; that payment from the Federal Government has not been received; that the work and services are in accordance with the Bureau of Outdoor Recreation approved project agreement including amendments thereto; and that progress of the work and services under the project agreement is satisfactory and is consistent with the amount billed. I further certify that the participant State, political subdivision or public agency is not involved in any court litigation or lawsuits wherein it is alleged by private parties or the United States that persons were, on the grounds of race, color, or national origin, excluded from participation in, denied benefits of, or otherwise subject to discrimination in the outdoor recreation program or facilities of the State, political subdivision or public agency.

Signature of Authorized State Official _____ Date _____

Approved for Payment

Regional Director or Authorized Representative _____ Date _____

RECEIVED
1966
IG

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
WASHINGTON, D.C. 20240

Shaw

IN REPLY REFER TO:
A5419 68?

OCT 8 19

Mr. Forrest Cooper
State Highway Engineer
Oregon Highway Commission
Salem, Oregon 97301

Dear Mr. Cooper:

We have recently received a report of audit issued by the Office of Survey and Review, Department of the Interior, covering a review of your State's accounting system and internal controls and an examination of accounting and other records relating to Bureau of Outdoor Recreation (BOR) projects for the period September 4, 1964, to June 30, 1966.

Oregon was one of the first States to be audited under the Land and Water Conservation Fund Grants-in-Aid Program. We are pleased to report that the auditors are of the opinion that Oregon has a satisfactory accounting system which clearly reflects the transactions relating to BOR grants. However, the auditors have noted certain minor questionable costs and also the failure of the State to include the required equal employment opportunity provisions in construction contracts. Details of these findings are listed below. The report covered an audit of costs totaling $268,980.90 for the following projects:

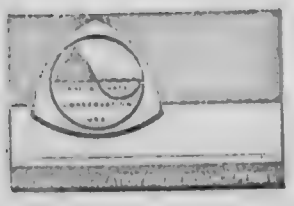
Project Agreement Number	Agreement Amount	Total Costs Audited	Questioned	Approved	Federal Share
36-65-00002	$167,500.00	$ 46,755.76	-0-	$ 46,755.76	$ 23,377.88
36-65-00003	50,000.00	20,750.00	-0-	20,750.00	10,375.00
36-65-00004	53,618.00	20,183.20	$ 21.28	20,161.92	10,080.96
36-66-00005	80,000.00	7,026.34	84.06	6,942.28	3,471.14
36-66-00006	180,000.00	162,670.60	-0-	162,670.60	81,335.30
36-66-00008	250,000.00	11,595.00	84.35	11,510.65	5,755.32
Totals	$ 781.118.00	$268,980.90	$ 189.69	$268,791.21	$134,395.60

1. Duplication of Charges

The auditors reported that a mistaken procedure resulted in duplicate charges to two projects for holiday work (February 22, 1966) of six men:

Project 36-66-00005	$ 84.06	
Project 36-66-00008	84.35	$ 168.41

The duplicate charges are unallowable and an adjustment should be made on a future billing to this Bureau.



Copies to Gallon
Marion
Grant 10-10-66

2. Error in Computation

An error in addition on a time and attendance record resulted in an overcharge of $21.28 to Project No. 36-65-00004 in February 1966. The overcharge is unallowable and an adjustment should be made on a future billing to this Bureau.

3. Equal Employment Opportunity Provisions Were Not Incorporated Into Construction Contracts

The audit report disclosed that the Equal Employment Opportunity Provisions were lacking in a construction contract negotiated by the State Highway Department in connection with BOR Project No. 36-66-00006, Development and Expansion of Facilities of Valley of the Rogue State Park. Further investigation revealed that two other contracts awarded on July 6, 1966, also failed to include these provisions. Under paragraph B.2.(e) of the General Provisions (attached to and made a part of each BOR Project Agreement), the State agreed to incorporate such provisions into all construction contracts it makes in conjunction with jointly financed projects. Please take action to remedy the omission of the required provisions in the three contracts let to date and provide procedures to insure their inclusion in all future construction contracts let under the Land and Water Conservation Fund Program.

We wish to express our appreciation for assistance given the auditors by you and other State officials. Also, we want to compliment the State on the fine job it is doing in accounting for fund-supported projects. We would appreciate your comments and observations on the matters listed above. We hope this letter, which indicates the results of the initial audit, will be of assistance to you in the financial management of the Land and Water Conservation Fund Program in Oregon.

Sincerely yours,

Edward C. Crafts
Director

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OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 1 0 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 23 1966

FORM S-30A—60M—8-66 SP*23500-734

16-2210
6x76

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1966

SUBJECT: Cove Palisades State Park

To: Mr. David G. Talbot
State Parks Superintendent
O F F I C E

Several years ago under the Stephenson-Schick administration the U. S. Forest Service was approached regarding the trimming of boundaries of the Cove Palisades State Park by exchanging land within the park.

Action was held in abeyance until the Federal Power Commission had decided upon the final power withdrawal lines for the Round Butte Project.

On September 20, Bill Bates of the Portland office of the U. S. Forest Service called and asked if we still wanted to explore a proposed property exchange. If so, would we write them a letter of our intent and they would work up an exchange for our inspection. I advised him that we would talk it over and let them know.

The original idea of the exchange was to eliminate some areas located on the bench back from the rim, keeping sufficient area around the rim to protect the lake.

I believe it has merit provided that the U. S. Forest Service in their usual way does not want to trade a horse for a rabbit.

L. V. Koons, Deputy
State Parks Superintendent

LVK:jrb

FORM S-120

RECEIVED
JUL 7 1966

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

16-3310

6576

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 6, 1966

Mann Construction Company
P. O. Box 595
Redmond, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6576 for the following project:

Park facilities in the Cove Palisades State Park in Jefferson County.

This award was based on your bid of $152,874.00 which was submitted to the Commission on June 30, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant
Parks Div.

Irene Parsons

IN REPLY REFER TO:

F3423

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97301

Dear Mr. Cooper:

I am pleased to inform you [illegible] initial requests for funds to acquire and develop recreation [illegible] approved. I congratulate you on your early response [illegible] ...ing your Land and Water Conservation Fund program. [illegible] ...e of the state names for projects 36-00006, 36-00004, 36-00005, [illegible] ...00 07, and 36-00008 are enclosed. The total Land and Water [illegible] ...d shares of these projects is $470,000. You may now bill the [illegible] ...rsements incurred by the State for these projects in accordance with Section 675.5 of the Outdoor Recreation Bureau Manual.

We find these projects to be in accordance with your State Outdoor Recreation Plan. They are also in accord with the priorities set forth in your Plan and with the criteria given in the Manual. These projects are addressed mainly to only one kind of need and are sponsored by only one State agency. We recognize that this is mainly a result of your efforts to expedite early submission of project proposals and does not reflect the balanced program you intend to undertake in Oregon. However, we draw your attention to sections 640.1.2A and 640.1.3 of the Manual. Section 640.1.2A states, "Priority shall be given to meeting the needs of urban populations." Section 640.1.3 provides that the benefits of the Fund should be shared among public agencies, local and State. Your Plan is consistent with these two criteria. We feel that your overall program should also reflect this type of balance. We understand you are now setting up machinery to [illegible] ...sition local projects and those proposed by all qualified [illegible] ...e are aware, too, of your interest and concern with [illegible] ...ks of Oregon. We therefore encourage a continuation of your efforts to achieve a balanced approach to meeting the priority needs identified in your Plan and in complying with the general criteria expressed in section 640.1 of the Manual.

Thus, we anticipate that [illegible] projects will be sponsored by local units of government [illegible] of State agencies. We assume, too, that State and [illegible] will meet day-use needs in your centers of population, [illegible] urgent outdoor recreation needs in your State.

Since one of the basic objectives of the Land and Water Conservation Fund Act is to enhance the [illegible] recreation resources, we expect that assistance grants [illegible] for these projects will result in a net increase, [illegible] with the Federal cost-share, in Oregon's outdoor [illegible] Our intent is that assistance from the Fund will be [illegible], rather than replace or be substituted for, State and local [illegible] recreation funds.

In the project agreements, the balance shown in the entry "Total Obligations to Date" should be left blank or show the amount obligated by the Project Agreement. We have crossed out these entries. Please initial the change on all copies and return the original and one copy of each agreement to the Pacific Northwest Region.

We are ready to assist you in any way we can.

Sincerely yours,

[illegible]

Enclosures 18

BOR 8-92
(Aug. 1965)

United States
Department of the Interior
Bureau of Outdoor Recreation

State Oregon
Project Number 36 00008
Date 11/1/65

PROJECT AGREEMENT

Project Title
The acquisition of additional lands for The Cove Palisades State Park

Project Period	Period Covered by Agreement
9-1-65 to 12-31-68	9-1-65 to 12-31-68

Project Scope

This project involves the acquisition of 112 acres of land adjoining The Cove Palisades State Park in Jefferson County, Oregon. A companion project is proposed for the development of facilities within the existing park.

The project is in accord with the State Outdoor Recreation Plan which identifies the need for increased camping capacity, and the protection of high scenic values at this park.

Stage Covered by this Agreement

The entire project is covered by this agreement.

Project Cost

Total Cost $ 20,000
Fund Support Ceiling
Percent 50 %
Amount $ 10,000
Cost of this Segment $ 20,000
Assistance this Segment $ 10,000

Federal Funds Obligated by this Agreement

Year	Amount
1965-1968	$ 10,000
____	$
____	$

Total Obligations to Date $ ~~398,750~~ tcc

GENERAL PROVISIONS

A. Definitions

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior.

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project segment which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

(a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director upon request.

(b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

(c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit upon request.

(d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. 276(c) (1958), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

(e) The State shall incorporate, or cause to be incorporated, into all construction contracts the following provisions:

"During the performance of this contract, the contractor agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended, and of the rules, regulations, and relevant orders of the President's Committee on Equal Employment Opportunity (hereinafter referred to as the Committee) created thereby.

"(5) The contractor will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the said committee, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Committee for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be cancelled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

"(7) The contractor will include the provisions of the foregoing paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order No. 10925 of March 6, 1961, as amended, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, and (2) assist and cooperate actively with the BOR and the above-mentioned Committee in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Committee, (3) obtain and furnish to the BOR and to the Committee such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the BOR pursuant to Part III, Subpart D, of Executive Order No. 10925, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part III, Subpart D, of Executive Order No. 10925.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director upon request.

8. Development plans and specifications shall be available for review by the Director upon request.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

in the Manual.

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1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. 118k (1958), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property or facility acquired or developed pursuant to this agreement to other than a public outdoor recreation use without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

3. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement, and shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, P. L. 88-354 (1964), and of the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17.

4. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

J. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

K. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, and procedures attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to reimburse the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project stage described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: **That this agreement is in accord with the approved project proposal numbered 36 00008 which is hereby incorporated by reference.**

In witness whereof, the parties hereto have executed this agreement as of the date entered on the first page hereof.

THE UNITED STATES OF AMERICA

By _____
Director, Bureau of Outdoor Recreation 11/1/65
United States Department of the Interior

STATE

OREGON
(State)

By _____
(Signature)

STATE HIGHWAY ENGINEER
(Title)

BOR 8-92
(Aug. 1965)

United States
Department of the Interior
Bureau of Outdoor Recreation

State Oregon
Project Number 36 00007
Date 11/1/65

PROJECT AGREEMENT

Project Title
The development of The Cove Palisades existing State Park

Project Period	Period Covered by Agreement
9-1-64 to 12-31-68	9-1-64 to 12-31-68

Project Scope This project proposal includes construction of the following facilities:

1. Approximately 15 tent and 15 trailer camp sites, each equipped with parking space, picnic table, camp stove, water, electricity, and sewage connection.
2. A utility building with sanitary facilities, lavatories and shower stalls.
3. A bathhouse containing sanitary facilities, lavatories, and shower stalls.
4. A water supply system including pump, pumphouse, storage tank and water lines.
5. A boat ramp, access road, boat landing dock, and parking area for approximately 50 cars with boat trailers.
6. A boater's marina and a concession building providing docks for boat rentals and moorage, fuel supplies, boater's supplies and services, sanitary facilities, and parking for approximately 90 cars.

These improvements will be constructed on the existing state park grounds.

Stage Covered by this Agreement

The entire project will be covered by this agreement.

Project Cost

Total Cost $ 250,000
Fund Support Ceiling
Percent 50%
Amount $ 125,000
Cost of this Segment $ 250,000
Assistance this Segment $ 125,000

Federal Funds Obligated by this Agreement

Year	Amount
____	$ 125,000
____	$
____	$

Total Obligations to Date $ [illegible]

GENERAL PROVISIONS

A. Definitions

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2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project segment which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

(a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director upon request.

(b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

(c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit upon request.

(d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. 276(c) (1958), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

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"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended, and of the rules, regulations, and relevant orders of the President's Committee on Equal Employment Opportunity (hereinafter referred to as the Committee) created thereby.

"(5) The contractor will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the said committee, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Committee for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be cancelled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

"(7) The contractor will include the provisions of the foregoing paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order No. 10925 of March 6, 1961, as amended, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, and (2) assist and cooperate actively with the BOR and the above-mentioned Committee in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Committee, (3) obtain and furnish to the BOR and to the Committee such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the BOR pursuant to Part III, Subpart D, of Executive Order No. 10925, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part III, Subpart D, of Executive Order No. 10925.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director upon request.

8. Development plans and specifications shall be available for review by the Director upon request.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

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3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure

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2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. 118k (1958), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property or facility acquired or developed pursuant to this agreement to other than a public outdoor recreation use without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

3. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement, and shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, P. L. 88-354 (1964), and of the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17.

4. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

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The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

K. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the
above (hereinafter referred to as the State), mutually
with the Land and Water

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, and procedures attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to reimburse the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project stage described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto:

That this agreement is in accord with the approved project proposal numbered 36 00007 which is hereby incorporated by reference.

In witness whereof, the parties hereto have executed this agreement as of the date entered on the first page hereof.

THE UNITED STATES OF AMERICA

By Edward C. Crafts
Director, Bureau of Outdoor Recreation
United States Department of the Interior
11/1/65

STATE

OREGON
(State)

By Forrest Cooper
FORREST COOPER
(Signature)

STATE HIGHWAY ENGINEER
(Title)

RECEIVED
NOV 24 1965

FOR FILING

16-3310

6876

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1965

SUBJECT: Cove Palisades State Park

To:
Mr. David G. Talbot
State Parks Superintendent
O F F I C E

Here are the results of a discussion with Mr. Shaw, Bill Beckert, Bob Smith, and myself regarding what portion of the project will be done by State forces and what will be contracted.

State forces will accomplish items listed below.

1. Grade overnight camp
2. Grade roads, parking areas and boat ramp on the Deschutes River
3. Grade roads, parking area on the Crooked River

If land is acquired, State forces will grade, extend the water system, and install toilets in the overflow area on the Crooked River side.

Work that will be let on contract as soon as possible includes

1. Marina building, floats, gas pump and system
2. All crushed rock
3. Water system (Crooked River area)
4. Bath house day-use area (Crooked River)
5. Contractor will place all base rock and leveling coarse rock on roads, parking areas, ramps on both the Deschutes and Crooked Rivers
6. Contractor will stockpile base rock for the overnight area and oil rock for all the above areas in sites designated by the Engineer.

Warren Gaskill
Field Engineer

NOTED
LLOYD P. SHAW

WG:al

16-3310

6×16

OAA 3084

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date January 11, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1966

Contract #6877 Prefix 324-1717 Survey Prefix 324-1416

Street Santiam Avenue

City Detroit

Payments to Contractor .(See attached voucher).....	$12,912.61
Engineering and Contingencies.....	1,803.65
Survey.(Total = $863.03). City's pro rata share.....	-----
TOTAL.....	$14,716.26
Agreed State Share	14,716.26
Agreed City Share	$ -----
City Advance Deposit	$ -----

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: MARION

CONTRACT NO.: 6877

ESTIMATE NO.: 3

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: DETROIT /SANTIAM AVE/

			UNIT OF MEASURE	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING		LUMP SUM	12.0000	1.0
002	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.9300	230.0
003	TRENCH EXCAVATION		CU YDS	5.0800	9.3
004	WATERING		M-GALS	4.9000	42.0
005	3/4IN-0 MATERIAL IN BASE		CU YDS	6.5000	307.0
006	STONE BASE		CU YDS	5.9100	895.0
007	CLASS B ASPHALT	CONCRETE	TONS	10.4500	413.9
008	12-INCH CULVERT PIPE		LIN FT	3.1500	74.0
009	EXTRA FOR A C CONC	APPROACHES	ONLY	30.0000	11.0

DATE: 10/ 26/66 6877

PREVIOUS VOUCHER NO.: 12590

CHECKED BY: CP/md

ENGINEER OR AUDITOR: E. J. Hall

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.		
6877	3 final	324-1717-201 (41)		108.97 Dr.
FEDERAL AID PROJECT NO.		324-1717-204 (41)		635.73 Dr.

UM	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	1.9300	230.000	443.90	443.90	
	5.0800	9.340	47.45	42.98	4.47
	4.9000	42.000	205.80	205.80	
	6.5000	307.000	1,995.50	1,995.50	
	5.9100	895.000	5,289.45	5,289.45	
	10.4500	413.915	4,325.41	4,220.91	104.50
	3.1500	74.000	233.10	233.10	
	30.0000	11.000	330.00	330.00	

RECEIVED
NOV 4 - 1966

324-1717
64 1-1

November 3, 1966

Hartford Accident & Indemnity Company
Surety Department
1520 Westlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6877 awarded to North Santiam Sand and Gravel, Inc., for grading and paving Santiam Avenue in Detroit in Marion County was completed on September 16, 1966, and accepted by the Highway Commission on November 1, 1966.

Final payment in the amount of $744.70 will be released to the contractor after November 10, 1966. The total contract amount is $12,912.61 and no work was performed under forces account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc North Santiam Sand and Gravel, Inc.
South First Street
Stayton, Oregon 97383

A. Smith Insurance Agency
226 3rd Street
Stayton, Oregon 97383
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 1 - 1966
FOR FILING

24-1717
6877

November 1, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 16, 1966, on Contract No. 6877. The contract was with North Santiam Sand & Gravel, Inc. and was for grading and paving Santiam Avenue in the city of Detroit in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 1, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: DETROIT (Santiam Avenue)		WEEK ENDING: October 8, 1966
		SECTION PREFIX: 324-1717
HIGHWAY: City Street		COUNTY: Marion
NAME OF JOB:	KIND OF WORK: Grading and Paving	
CONTRACTOR: North Santiam Sand & Gravel, Inc.	CONTRACT NUMBER: 6877	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1966	DATE WORK STARTED: August 29, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN – SUPERVISION: –	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 46
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 78
PROJECT AUTHORIZATION: $ 14,528.84		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 13,495.68	ENGINEERING AUTHORIZATION $ 1,033.16	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 12,803.64	ENGINEERING COST TO DATE $ 1,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 4.8 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: September 16, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17	0.17			0.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.17	0.17			0.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	225 CY	1,160 CY			420 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	230 CY	1,200 CY			404 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

Routing

Morgen — Peasley
Docker — Morelock
Sond — Trout
Barbee — Scott
Walker — Wills
Glenn — Litchfield
Swan — Olson

RECEIVED
OCT 10 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate turned into division office on October 6, 1966.

FINAL REPORT

SIGNED _____ LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 26 1966

6877

City of Detroit

In the Heart of the Scenic North Santiam Canyon

Detroit Oregon

Sept. 19, 1966

E. J. Hall
State Highway Dept.
Salem Oregon

Dear Sir:

City Council has inspected and approved the State Highway Dept. project on Santiam Ave.

We are well pleased and feel that a lot was done for the money. Citizens have made it a point to tell us it was a fine job.

We appreciate that it was possible within your operations to bring the cost of the project down to where it would meet our own financial limitations. Thank you,

Yours truly,

Otto F. Oja

Mayor of Detroit Oregon

NOTED
FLOYD QUERY

RECEIVED
SEP 23 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

FORM 735

RECEIVED
JUL 7 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY 324-1717
SALEM

6877

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 6, 1966

North Santiam Sand & Gravel, Inc.
Box 535
Stayton, Oregon 97383

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6877 for the following project:

Grading and paving on the Santiam Avenue Section in Detroit, Marion County.

This award was based on your bid of $12,714.53 which was submitted to the Commission on June 30, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

NOTED
H. S. COX

June 30, 1966

Mrs. Russell Rice
City Recorder
City Hall
Detroit, Oregon

Dear Mrs. Rice:

On June 30, the State Highway Commission opened bids on the Special City Allotment project on Santiam Avenue in Detroit. The low bid was submitted by North Santiam Sand and Gravel Company of Stayton and the anticipated cost based on the bid is as follows:

Contractors Bid	$12,714.53
Anticipated additional Items	200.00
TOTAL.....	$12,914.53
Engineering and Contingencies (12½%)	1,614.32
TOTAL ANTICIPATED COST.....	$14,528.85

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Division Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

NOTED
DON HARWELL

RECEIVED
JUN 1 - 1966

FOR FILING
324-1717

6877

MISC. CONTRACTS and
AGREEMENTS No. 3084

June 1, 1966

Miss Carol Rice
City Recorder
City of Detroit
Detroit, Oregon

Dear Miss Rice:

We are enclosing for your records a fully executed copy of a Construction-Finance Agreement covering Santiam Avenue in the City of Detroit.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
MAY 25 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Coast
Project
Muni
Detroit

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 20, 1966

Honorable Otto Oja
The Mayor
City Hall
Detroit, Oregon

Dear Mayor:

We have considered your request of May 16, 1966, and now are in the process of reducing the length of the Special City Allotment project on Santiam Avenue. It is hoped that this will bring the cost of the proposed project under $20,000.

Enclosed are three copies of a revised agreement covering this project. If satisfactory, please have the City Council pass a resolution, similar to the enclosed sample, authorizing the Recorder and you to sign the agreement.

As the project cannot be advertised until the signed agreement is in our hands, please return all three signed copies of the agreement, accompanied by three signed copies of the resolution authorizing signature, to this office at your very earliest convenience. After certification by the Highway Commission Secretary, a fully executed copy will be returned for the City's records.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein

Richard Unrein
Field Engineer

RECEIVED
F. B. KLABOE

RU:mr

bc: F. B. Klaboe

City of Detroit

In the Heart of the Scenic North Santiam Canyon

Detroit Oregon

NOTED
H. S. COX

MAY 16, 1966

STATE OF OREGON
HIGHWAY DEPARTMENT
COUNTY & CITY DIVISION
SALEM, OREGON 97301

Dear Sir:

The road project as outlined by Richard Unrein, field engineer, Estimated at $ 25,000.00, has proven to be too high for this City to undertake.

We are very anxious to take advantage of your kind offer of a grant of $ 20,000.00, however we are not in a position to meet the required 10% overage on a estimate of $ 25,000.00, We can however meet the required overage on a project of $20,000.00.

We therefore kindly request that this project be shortened in order that it may meet our budget.

This road is vital to our needs, it is to front a new high school that will shortly be under construction.

Very truly Yours

Otto Oja

OTTO OJA MAYOR

RECEIVED
MAY 1 ...
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

SCA

FORM E-80 50M 3-66 SP 6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

SUBJECT: File No. 39709-Option
Santiam Avenue (Detroit)
City Street
Marion County

To: Mr. H. S. Cox
City-County Relations Engr.
B U I L D I N G

Attached you will find one original option form in quadruplet covering property to be acquired by the City of Detroit in connection with Santiam Avenue (Detroit) of a City Street in Marion County. This contract is scheduled for letting in July, 1966.

Enclosed for your information are copies of the Authorization list and Mr. Barbee's letter of April 44, 1966.

We are attaching five prints of map No. 1R-4-207 covering this area and bearing our date of April 27, 1966.

File No.	Name	Area
39709	Francis E. Robertson, et al	173 sq. ft.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MC:jm
encs. 1 Option-5 Prints
Auth. List-Copy Ltr.

cc: R. D. Asburry-1 Print
E. J. Benner-1 Print

RECEIVED
MAY 2 - 1966
ENGINEER
COUNTY & CITY DIVISION

FORM E-30X—50M—1-62 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 22, 1966

SUBJECT:
Santiam Ave (Detroit)
Section
City Street
Marion County

To: Mr. D. H. Moehring
Right of Way Engineer
Office

Attached is a description and authorization for the subject project scheduled for July, 1966.

The City of Detroit is to acquire this right of way.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction
Engineer

FOS:hc

Attachment

cc: Mr. H. S. Cox

RECEIVED
APR 2 - 1966
RIGHT OF WAY

Form E-203 (Rev.)—5M—1-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway City Street County Marion

Unit Survey Approved

Section Santiam Ave. (Detroit) Sta. Sta.

R/W Map No. 12-4-207
Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
39709	Francis E. Robertson et al				X	X					X					

Submitted Floyd O. Scott Date APR 2 2 1966
R/W Description Engineer

Approved Date
Assistant Construction Engineer

Approved Date
R/W Engineer

File No. 39709

REAL ESTATE OPTION

Robertson

Grantor Francis E. Robertson & Evelyn Mail Address .....

Verle J. Devaney & Gladys Devaney Agent .....

Section Santiam Avenue (Detroit) ~~County Road~~ City Street

Purpose Right of Way Desc. Checked by RR 4-22-66, Map IR-4-207

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Detroit ~~County~~, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A parcel of land lying in Lot 1, Block 5, HAMMOND ADDITION TO DETROIT, Marion County, Oregon; the said parcel being described as follows:

Beginning on the North line of said Lot 1 at a point 50 feet East of the Northwest corner of said Lot 1; thence East along said North line 16.3 feet to an angle point on the North line of said Lot 1; thence Southeasterly along the Northeasterly line of said Lot 1 a distance of 29.2 feet to the most Easterly corner of said Lot 1; thence Northwesterly in a straight line to the place of beginning, containing 173 square feet.

wo:SL

OR

Regardless of statements herein to the contrary, this option is in the name of and for the City of Detroit. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

E-1 Revised 7-66

File No. 39709

INFORMATION TO BE OBTAINED FROM OWNERS AT TIME OF NEGOTIATION

1. Owner: ..... (Marital status or spouse)

Address: .....

a. If parties signing option are different than as shown on the title report, please explain:

.....

.....

b. If any vestee on title report is deceased, complete the following:
Date and place of death: .....
Death certificate number, if available .....
Executor or administrator, if any: .....
Address: ..... Phone .....
Attorney, if any: .....
Address: ..... Phone .....

List of heirs, devisees, and spouses: (If any are minors, please give ages and guardians)

.....

.....

2. Contract Purchasers: .....

Address: .....
If contract is not recorded, please obtain a copy or copy the description.

3. Lessees: (Include sign lessees) ..... Address: .....
Month-to-month tenant: ..... Address: .....
Obtain copy of leases or pertinent data, where available.

4. OTHER PERSONS IN POSSESSION OR HAVING UNRECORDED INTEREST OR LIENS IN OR ON THE PROPERTY: (State nature of interest or liens—if none, so state. Include owners of on premise signs.)

..... Address: .....

5. Addresses of mortgagees shown on title report: .....
Have any mortgages shown on the title report been paid? .....
Will mortgage be partially released or fully satisfied? .....
6. Does the owner have any interest in other properties that are considered to be in unity of use with taking? Yes ..... No .....

7. Remarks: .....

.....

.....

Please complete all applicable items and indicate NONE in all others. Incomplete forms will be returned to Right of Way Agent along with the option.

SP-8007-154

T. 10 S., R. 5
SEC. 1

HAMM

6

10

9+37.64 P.I.
N 10,004.37
E 10,937.64

E 11,000

N 10,000

U.S.C.E. Survey Marker
N 10,029.90
10,724.94

ROAD

N 89°44'E

SANTIAM AVE

N 9,977.33
E 10,766.50
U.S.C.E Survey Marker

N 9,968.01
E 10,812.87
U.S.C.E Survey Marker

PATTON

F.E. Robertson, et ux
V.J. Devaney, et ux
583-74

8+89.41 P.C.

50'

16.3'

29.2'

39709

50° C.R
Δ = 45°39
R = 48.23'

9+80.71 P.T.

9+85.87 P.O.T.

S 44°37'E

2

3

4

5

6

7

DETROIT

5

12

1R-4-207

T. 10S., R. 5E. W.M.
SEC. 1

HAMMOND

ROAD

DETROIT

ADDITION

4

TO

DETROIT

S 44° 37' E

10.000

12+80.95

SANTIAM AVE

N

APR 25 1966

OREGON STATE HIGHWAY DEPARTMENT	
Acquired	As Shown
For	RW
Highway	Santiam Ave (Detroit)
County	Marion
Scale: 1" = 50'	Date: April, 1966

1966 SCA

NOTED
H. S. COX

Salem, Oregon
March 21, 1966

Special City Allotment Project
Santiam Avenue
City of Detroit

Mr. J. E. Marelock

OFFICE

The survey data on the above named section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

NOTED
RICHARD UNREIN

$ 25,000 Fld Est.

Richard Unrein, Field Engineer
County and City Division

DHH:eb
Att.

Called Julis Hill of Detroit and informed him of Co.

NOTED
DON HARWELL

Form E-49—3924

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET 1 OF 1 SHEETS

Detroit (Marion Ave.) City St.

City of Detroit

Marion County Prefix 324-1416

- SUMMARY OF QUANTITIES -

—	ITEM	—	Unit	Net Quan.	Allowance	Gross	Unit Price	Amount
1.	Clearing and Grubbing		Lump Sum	All	—	All		$ 750.00
2.	Trench Excavation		Cu. Yd.	15	1	16	$ 4.00	$ 64.00
3.	General Excavation		"	158	12	170	$ 2.00	$ 340.00
4.	Special Borrow Excavation		"	177	23	200	$ 1.50	$ 300.00
5.	12" Culvert Pipe		Lin. Ft.	69	7	76	$ 4.00	$ 304.00
6.	Extra for Paving Approaches		Each	13	2	15	$40.00	$ 600.00
7.	Coarse Gr. Material in Base		Cu. Yd.	1,160	120	1,280	$ 6.60	$8,448.00
8.	[illegible] in Leveling		"	286	24	310	$ 6.85	$2,123.50
9.	Class "B" Asphaltic Conc.		Ton	534	56	590	$15.00	$8,850.00
					Subtotal			$21,779.50
	Flagging							$ 500.00
	Engineering and Contingencies							2,772.44
						TOTAL		$25,001.94
					City's Est. share of RE			740.00
								$25,261.94

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

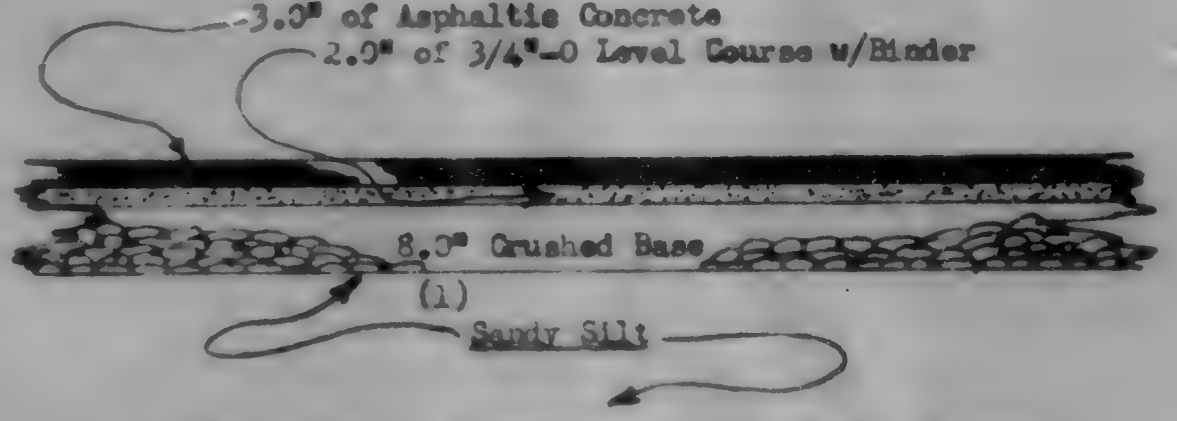
Section SANTIAM AVENUE (FROM DEER ST. - DETROIT ROAD) Highway CITY OF DETROIT County MARION Prefix 324-1416

Res. Engr. E. J. Hall Approx. Length 0.25 Miles. Sta. _____ to Sta. _____ Date 3-10-66

Truck A.D.T. 5.7 Traffic Coefficient 5 18 kip s.a. per day 3.5.

Annual Precipitation 67" (at Mehama) Frost Penetration 26"-30".

(1)
Typical Soil
60 %L
0 %PI
30 %P 10
59 %P200
10 %Gravel
9 % Sand
22 % Sand
43 %Silt
16 %Clay
18 "R" Value



AASHO CLASSIFICATION:
A-5 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

Values assigned various components of the pavement structure:

1.0"	of Asphaltic Concrete	= 2.0"	Crushed Base
1.0"	of Oil Mat	= 1.1"	Crushed Base
1.0"	of Stone Subbase	= 0.8"	Crushed Base

	CBE Total Req.	Credit	Actual Thick.	
		3.0	3.0	A.C.
		2.1	2.0	Leve.
		8.3	8.0	Cr. Base
	16.0	16.3	23.0	

Santiam Ave. (Mill St. - Detroit Rd.)

RECEIVED MAR 17 1966 FOR FILING

NOTED E. E. HALL

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County-City (2)

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Mat

Recommended by _____ Construction Engineer

Approved by _____

SECTION: SAINTIAM AVENUE

HIGHWAY: CITY OF DETROIT

COUNTY: MARION

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 75 (Total)

B. Future ADT 130 (Total)

C. Mean ADT 205 (A+B)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) 2.5 % (C) 205 = 5

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 5 x (H) 100 % = 5

TRAFFIC COEFFICIENT = K (I) 0.119

where K = 4.769

5.7

SECTION: SANTIAM AVENUE

HIGHWAY: CITY OF DETROIT

COUNTY: MARION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City requested Asphaltic Concrete
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short project (0.25± mi.) with no P.C.C. in the immediate area. See Item 12.

RECEIVED
FEB 23 1966
FOR FILING
Const
Projects
Metro
Detr

2-15-66

Prefix No. 324-1416

LOCATION PROSPECTUS
SANTIAM AVENUE SECTION
CITY OF DETROIT - MARION COUNTY

HIGHWAY: Santiam Avenue from Deer Street to Detroit Road, city of Detroit. Not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of Santiam Avenue and Deer Street. The easterly terminus is at the intersection of Santiam Avenue and Detroit Road.

LENGTH: 0.25 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance is not necessary. There are no special drainage problems. Soils investigations will be conducted. The survey need not be tied to the Lambert Grid System. This project will be constructed with 1966 Special City Allotment Funds.

TYPICAL SECTION: Two 10-foot travel lanes with 2-foot shoulders.

BASE DESIGN: The tentative base design for construction is:

Paving	3" A.C.
Top Course Base	2" Level
Bottom Course Base	10"
Total Depth	15"

MATERIAL: Adequate quantities available from commercial sources.

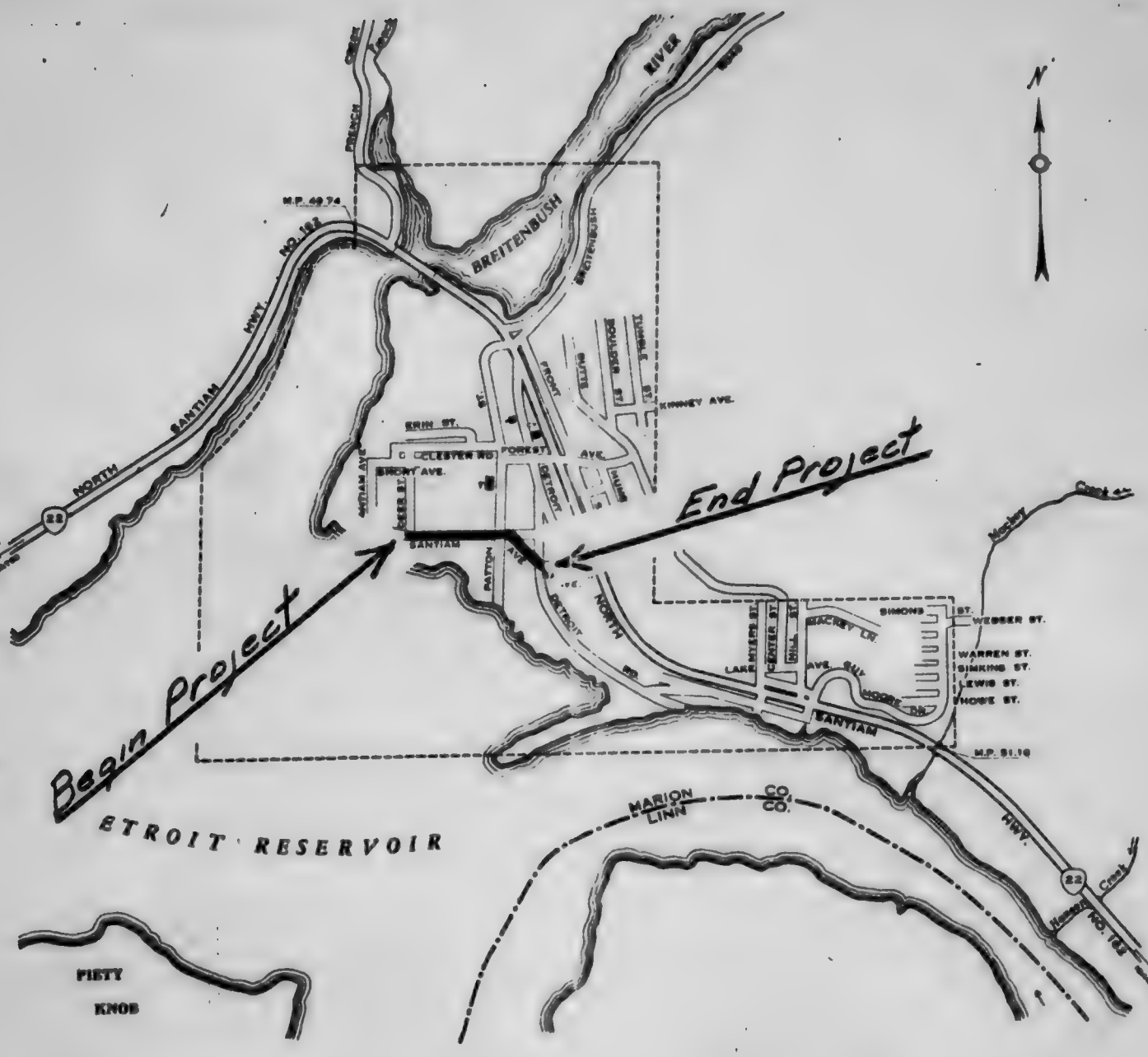
ADDITIONAL FACILITIES: There are no railroad or major stream crossings.

AGREEMENTS: Routine negotiations for Special City Allotment project.

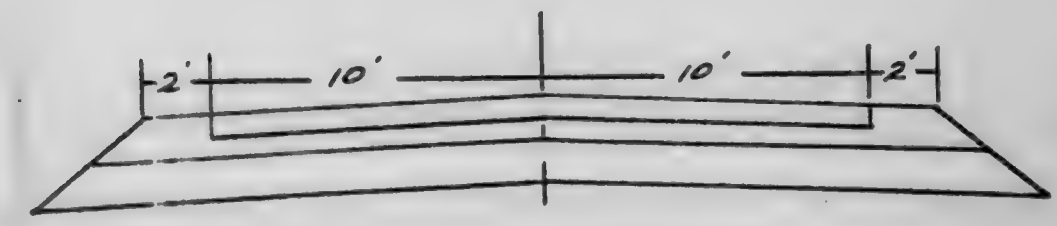
NOTED
FORREST COOPER

February 15, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
R/W PORT



Prospectus Map
Santiam Ave. Section
City of Detroit
Marion County
1966



Typical Section

SCA

FORM E-BOX—DOM—1-66 SP 19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
P. D. Ashburner

Salem, Oregon
February 14, 1966

To: Mr. E. J. Hall
Resident Engineer
Department

SUBJECT: Detroit (Santiam Street) City Street
Special City Allotment Project

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Previous information given to you indicated that the subject project might not go this year due to lack of funds. It now appears that funds will be available to do this project this year so will you accordingly make this location as soon as your present high priority workload will permit.

R. D. Ashburry

R. D. Asburry
Division Engineer

EDA:mm
cc D. J. Barbee
H. S. Cox

RECEIVED
FEB 15 1966
ENGINEER
COUNTY & CITY DIVISION

FORM E-30X—50M—1-65 SP*19102-734

NOTED
RICHARD UNREIN

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1966

SUBJECT: Detroit (Santiam St.) Section
City Streets

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. D. J. Barbee

NOTED
DON HAYNES

Herewith for your consideration "Authority for Survey" together with "Location Prospectus" and sketch map covering the subject section, which is an approved 1966 City Allotment Project if sufficient funds are available.

R. D. Asbury
Division Engineer

RDA:am
cc H. S. Cox

RECEIVED
JAN 24 1966
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Detroit (Santiam St.) City Street — Date January 12, 19 66

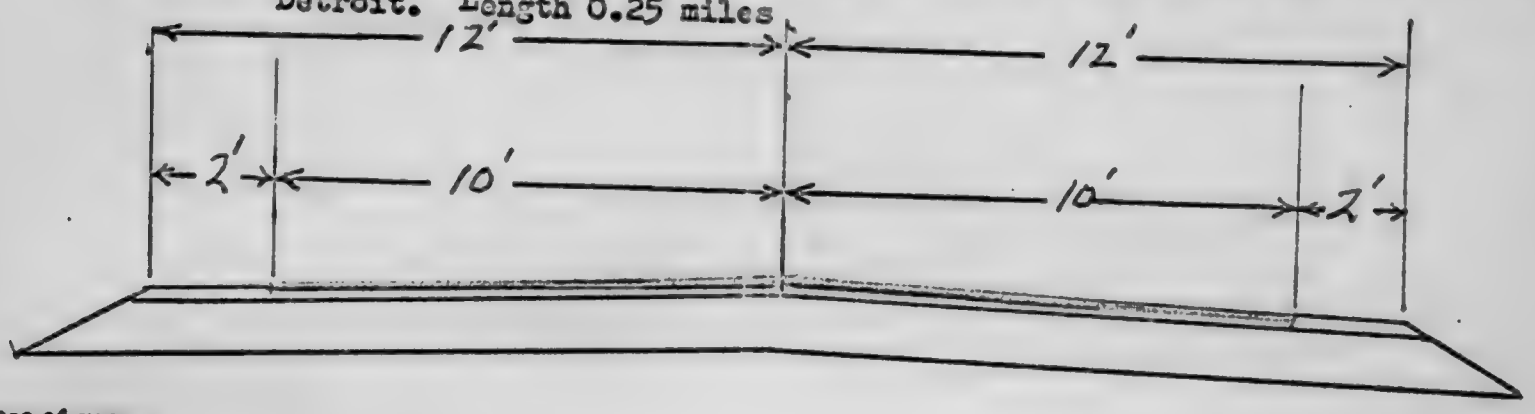
Highway City of Detroit — Authorization No. 1

County Marion Div. 2 — Survey Prefix 324-1416 (Assigned by Salem office)

Description of termini, route, length, etc.:

NOTED
RICHARD UNREIN

Santiam Avenue from Deer Street to Detroit Road, City of Detroit. Length 0.25 miles



Purpose of survey:

Location survey to prepare plans, specifications and estimates for reconstruction on existing alignment.

RECEIVED
FEB 17 1966
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

Field	(901)	$500.00
Plans	(905)	500.00
Soils	(910)	300.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,300.00

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by: E. Hall
Field Engineer

Recommended for Approval: L. D. Kleinsorg
Division Engineer

Recommended for Approval: D. J. Barlow
Ass't. Construction Engineer

Approved: G. B. Rhodes
Ass't. State Highway Engineer

State Printing

December 16, 1965

Mrs. Russell Rice
City Recorder
City Hall
Detroit, Oregon

Dear Mrs. Rice:

On December 14 the State Highway Commission approved the City's request for a Special City Allotment project on Santiam Avenue from Deer Street to Detroit Road, to be constructed from funds authorized by ORS 366.805. This approval is on an alternate basis and provides that Detroit will be included if sufficient funds are available after the other projects have been contracted.

The approved project provides for 20' of asphaltic concrete pavement surfacing with 2' shoulders. The estimated cost of this project is $20,000 based on a reconnaissance type investigation. The City shall pay all costs of the project that are in excess of $20,000.

You will be notified promptly as to your status when the necessary contracts have been contracted and evaluated.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

H. S. Cox
County and City Engineer

HSC:eb

bc: R. D. Asburry

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Detroit is an incorporated city of the State of Oregon and has a population of 263 as given by the latest official census; and

WHEREAS, the following streets of said city, Detroit Ave.; Detroit St.; Patton St.; Santiam Ave.; Forest Ave.; Brietenbush Road; and Front St.

RECEIVED
JUL 1 1965
ENGINEER
DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Detroit does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Loren Van Buskirk as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 22 day of June, 1965.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Detroit at a regular or special meeting of said Council, held on the 22 day of June, 1965, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 30 day of June, 1965.

Elizabeth L. Dunn
City Recorder

:-50, 1959 Rev.)

SIGNED ROUTES

INTERSTATE 5
U.S. 30
22

LEGEND

- Post Office
- School
- R. R Depot
- Public Bldg
- cv · City Hall
- cr · Court House
- Armory
- Library
- Street open for travel
- Street dedicated but not open
- City Limits

DETROIT

MARION COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

Population 286

Scale in Feet

May 1 1961

1966 SPCA

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
VASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 8, 1965

Mr. Jules Hill
City Street Department
City Hall
Detroit, Oregon

Dear Sir:

In answer to your request you will find enclosed two copies of a resolution form to be used in making application for aid under the legislative act creating the annual $250,000 Special City Allotment fund.

Please fill out the enclosed resolution, have it adopted by the city, and return one signed copy to H. S. Cox, Engineer, County and City Division, c/o Oregon State Highway Department, Salem, Oregon. The application will be investigated and presented to the Highway Commission for consideration in programming the allocation of the 1966 fund; however, the application must be received in this office on or before July 1, 1965, in order to be eligible for consideration in the 1966 program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

mm
Encl.

RECEIVED
JUL 1 1965
ENGINEER
COUNTY & CITY DIVISION

32-3313 Wallowa Lake State Park 1966
(Park facilities)
#6878

Qq A 1915

RECEIVED
NOV 20 1967
FOR FILING
32-3313
6879

November 17, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6878 awarded to Teeples & Thatcher Contractors, Inc., for park facilities in the Wallowa Lake State Park in Wallowa County was completed on July 17, 1967, and accepted by the Highway Commission on November 16, 1967.

Final payment in the amount of $18,396.10 will be released to the contractor after November 27, 1967. The total contract amount is $352,431.42 and no work was performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

gc

cc: Teeples & Thatcher Contractors, Inc.
8850 S.E. Otty Road
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 20 1967
FOR FILING
32-3313
6878

November 17, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6878 awarded to Teeples & Thatcher Contractors, Inc., for park facilities in the Wallowa Lake State Park in Wallowa County was completed on July 17, 1967, and accepted by the Highway Commission on November 16, 1967.

Final payment in the amount of $18,396.10 will be released to the contractor after November 27, 1967. The total contract amount is $352,431.42 and no work was performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Smary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

ES

cc: Teeples & Thatcher Contractors, Inc.
8850 S.E. Otty Road
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 17 1967
FOR FILING

32-3313
6818

November 16, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 17, 1967, on Contract No. 6678. The contract was with Peoples & Thatcher Contractors, Inc., and was for park facilities in the Wallowa Lake State Park in Wallowa County.

As the contractor has completed all work according to specification, we recommend that you accept the project effective November 16, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
A. F. Parson

srb fn

RECEIVED
DEC 5 - 1967
FOR FILING
32-3313
6878

#7

November 1, 1967

Peeples and Thatcher Contractors, Inc.
8850 S. E. Otty Road
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on October 31 considered your request for an extension of time on Contract No. 6878 for work in Wallowa Lake State Park in Wallowa County.

After considering the recommendation of the Engineer and other available information, the Commission granted an extension of the overall completion date to July 17, 1967. The extension to July 17, 1967, does not include the overrun of eight days on the first phase of the work.

Very truly yours,

Floyd Omary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc A. F. Parsons
J. C. Hiatt
L. H. Young
F. D. Morgan
C. H. Heisen

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6878 Contractor Teeples & Thatcher Contractors, Inc.

Highway - - - - - -

Section Wallowa Lake State Park

Kind of Work Park Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

By directive of the Division Engineer the Contractor was ordered to suspend operations between June 31 and July 5, 1967 To prevent conflicts with Holiday traffic.
Contractor's operations were ordered suspended due to weather conditions between November 15, 1966 and May 29, 1967. ~~Also~~ This order ~~extended the completion date to July 12, 1967.~~

Recommended for Approval:

Alfred Glenn Jr
Division Engineer

Construction Engineer or Bridge Engineer

M Kuhn
Assistant State Highway Engineer

Contract No.	6878
Project designation	State (State-Federal)
Date awarded	July 6, 1966
Work started	July 20, 1966
Per cent completed	100 7/17/67 (Date)
No. of Workdays Allowed	Specified completion date, phase 2, 12-31-66.
No. of Workdays Used	Request extension, phase 2 to 7-17-67.
No. of Added Workdays Requested	~~Calendar Days~~ 4

SP*6206-734

E-326 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 24, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 13 ~~days~~ to July 17 days, within which to complete our Contract No. 6878, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Our firm was given a directive by the Oregon State Highway Department to cease all construction activities of subject project during the period from July 1st to July 4th, inclusive. In addition there were record rainfalls in this area that caused us to shut down the project number of times.

Respectfully submitted,

TEEPLES & THATCHER CONTRACTORS INC.
Contractor

By .....

CONSENT OF SURETY

Date September 1, 1967

We, UNITED PACIFIC INSURANCE COMPANY

415 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M. Kemp
Emma M. Kemp — Attorney-in-fact

(SEAL)

Resident Agent

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1967

SUBJECT: Extension of Time
Wallowa Lake State Park
Contract No. 6878

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

Attached is a request from Teeples and Thatcher Contractors, Inc. requesting an extension from July 13, to July 17, 1967. This request covers only a stop work order issued in connection with the 4th of July holiday weekend. The contractor has not specifically requested an extension for the stop work period through the winter months of 1966-67.

This contract was set up with a dual completion date. The first phase work required that all excavation in Wallowa Lake north of the "L" line and east of the "BR" line was to be completed by October 1, 1966. The Highway Commission at their meeting on March 14, 1967 granted an extension of the specified completion date for the first phase work on this contract to October 10, 1966. The first phase work was completed on October 18, 1966.

A stop work order was issued effective November 16, 1966, due to heavy winter rainfall and extremely muddy subgrade. These conditions prevented construction in conformance with the specifications. A resume work order was issued May 29, 1967. An extension for this 194 calendar days is justified.

A stop work order was issued during the 4th of July weekend and was in effect for a period of 4 days from July 1, through July 4. An extension for these 4 days is justified.

The project was completed on July 17, 1967. Based on the stop work orders listed above, we recommend that the completion date be extended to July 17, 1967. Liquidated damages in the amount of $800 in connection with the overrun of the first phase work will remain in effect.

This is a State project governed by the 1964 Standard

Specifications and the 1966 Supplemental Standard Specifications.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB-DES:nn:fr

Attach.

cc: L. H. Young

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1967
FOR FILING

32-3313
6178

October 12, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 7
October 31, 1967 Meeting

Gentlemen:

Peoples & Thatcher Contractors, Inc., contractor on the Wallowa Lake State Park in Wallowa County, Contract No. 6878, has requested an extension of the specified completion date to July 17, 1967.

This contract had a dual-completion date. The first-phase work required that all excavation in certain parts of the project was to be completed by October 1, 1966. At your meeting on March 14, 1967, you granted an extension for the first-phase work to October 10, 1966. The first-phase work was actually completed on October 18, 1966, and eight days liquidated damages have been assessed for this period.

The overall specified completion date was December 31, 1966. A step work order was in effect on the project from November 16, 1966 to May 29, 1967. An extension for this period is justified. A step work order was also in effect over the 4th of July weekend to prevent conflicts with holiday traffic and an extension for this four-day period is justified.

When the first step work order was issued November 16, there were 46 days remaining of the overall contract time. This 46 days translates to a new completion date of July 17, 1967 (after allowing for the second ordered step work period over the July 4 weekend) and the actual completion date of the project was also July 17, 1967.

I recommend that the specified completion date for the

total contract be extended to July 17, 1967. This will leave liquidated damages of $600 for the first-phase work only. This is a State project.

This matter will be on the agenda for the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.
cc Floyd Query
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

JB:ss kf

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6878 Contractor Teeples & Thatcher Contractors, Inc.

Highway - - - - - -

Section Wallowa Lake State Park

Kind of Work Park Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows;

By directive of the Division Engineer the Contractor was ordered to suspend operations between June 31 and July 5, [illegible] To prevent conflicts with holiday traffic.

Contractor's operations were ordered suspended due to weather conditions between November 15, 1966 and May 29, 1967 [illegible].

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6878
Project designation	State / State-Federal
Date awarded	July 6, 1966
Work started	July 20, 1966
Per cent completed	100 7/17/67 Date
Specified completion date, phase 2.	12-31-66.
Request extension, phase 2 to	7-17-67.
[illegible]	
[illegible]	

82-6206-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 24, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 13 days to July 17 days, within which to complete our Contract No. 6878, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Our firm was given a directive by the Oregon State Highway Department to cease all construction activities of subject project during the period from July 1st to July 4th, inclusive. In addition there were record rainfalls in this area that caused us to shut down the project number of times.

Respectfully submitted,

TEEPLES & THATCHER CONTRACTORS INC.
Contractor

By .....

CONSENT OF SURETY

Date September 1, 1967

We, UNITED PACIFIC INSURANCE COMPANY

615 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M. Kemp
Attorney-in-fact

(SEAL)

Resident Agent

32-3313 Parks Dept.

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wallowa Lake Park	WEEK ENDING: 10, August 25, 1967	
	SECTION PREFIX: 32-3313	
HIGHWAY: ———	COUNTY: Wallowa	
NAME OF JOB: Wallowa Lake Park	KIND OF WORK: Park Facilities	
CONTRACTOR: Teeples & Thatcher Contractors Inc.	CONTRACT NUMBER: 6878	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 2, 1966	DATE WORK STARTED: July 20, 1966	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 428,761.40	SPECIFIED COMPLETION DATE: December 31, 1966	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 398,271.70	ENGINEERING AUTHORIZATION: $ 30,489.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ [illegible]	ENGINEERING COST TO DATE: $ 40,000.00 [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: [illegible]
ESTIMATED PERCENT: OVERRUN — UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 134 [illegible] %	DATE PROJECT WAS COMPLETED: July 17, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	90,000	9,300	3,300		
TOTAL QUANTITIES CORRECTED TO DATE	[illegible]	[illegible]	[illegible]		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]	[illegible]	[illegible]		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT				[illegible] LLOYD T. SHAW	

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

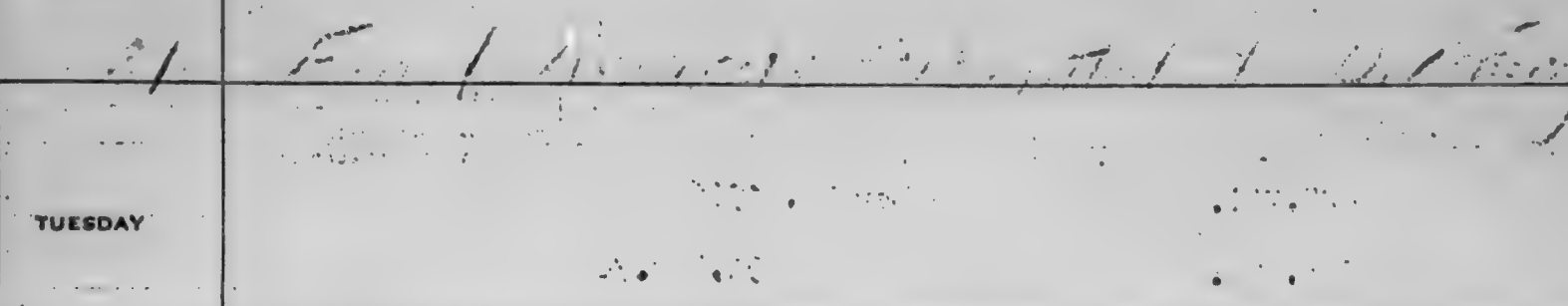
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	[illegible]			
MONDAY 7	[illegible]	0	0	0 0 0 0 0
TUESDAY 8	"			
WEDNESDAY 9	"			
THURSDAY 10	"			
FRIDAY 11	[illegible]			
SATURDAY 5	[illegible]			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

AUG 21 1967



SIGNED _____ LOCATION LaGrando

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F21A

RECEIVED
AUG 3 1967
FOR FILING

ROBERT T. MAUTZ
CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM M. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
JAMES H. BRUCE

32-3313
6878

MAUTZ, SOUTHER, SPAULDING, KINSEY & WILLIAMSON
ATTORNEYS AT LAW
STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 222-9981
CABLE ADDRESS: "ROBCAL"

July 26, 1967

ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
ROCKNE GILL
LEE JOHNSON
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.
WILLIAM G. PURDY
STEPHEN B. HILL
BEN LOMBARD, JR.

WASHINGTON, D. C. OFFICE
836 WYATT BLDG.
777 14TH ST. N. W.
TEL. 628-6260

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: Contract No. 6878
Teeples and Thatcher Contractors, Inc.

Dear Mr. Query:

We received a copy of your letter of July 13, 1967, addressed to Mr. Cecil E. Hall in reference to his alleged claim of $3,573.42 which he says is for work performed on the Wallowa Lake State Park job, Contract No. 6878.

Please be advised that Mr. Hall was employed by a sub-contractor, J. F. Konen Construction Co., Inc. Konen Construction Co. has advised us that Mr. Hall has been paid in full.

Therefore, we would not expect that any of these funds would be withheld from our final payment. We should also point out that Teeples & Thatcher, of course, have a statutory bond on file in theevent there should be any basis or foundation for Mr. Hall's claim.

Very truly yours,

Rockne Gill

RG:vt

NOTED
FLOYD QUERY

RECEIVED
JUL 27 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FORM E-123X BOM 7-65

RECEIVED
JUL 18 1967

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

4307
Claim File #2168

FILED
1967
CLAY MYERS

3: 331E

6871

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUL 14 1 16 PM '67
CLAY MYERS
SECRETARY OF STATE

July 13, 1967

Mr. Cecil E. Hall
P. O. Box 656
Pendleton, Oregon 97801

NOTED ON CARD
wh

Dear Mr. Hall:

This is in reply to your claim letter of July 5 addressed to the Secretary of State stating that Teeples and Thatcher Contractors, Inc., owes you $3,573.42 for furnishing crushed rock in stockpile.

Your letter states this is in reference to the Teeples and Thatcher Contractors, Inc., Contract No. 6878 for park facilities in Wallowa Lake State Park in Wallowa County.

The United Pacific Insurance Company through W. R. Reed Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid so we may clear our records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Teeples & Thatcher Contractors, Inc.
United Pacific Insurance Company
W. R. Reed Insurance
Hon. Clay Myers

NOTED
C. W. HEAD

RECEIVED
JUL 17 1967
OREGON
STATE HIGHWAY COMMISSION

CECIL E HALL
P. O. BOX 656
PENDLETON, OREGON 97801

July 5, 1967

Secretaryy
State Of Oregon
Salem Oregon

Re: Contract No. 6878
Wallowa Lake State Park
State Of Oregon

Dear Sir:

Notice is hereby given that the undersigned Cecil E Hall has a claim against the Bond taken from Teeples and Thatcher Contractors Inc. for furnishing crushed rock in stockpile under purchase order No. 033.

Teeples and Thatcher Contractors Inc. being the prime contractor on the Wallowa Lake State Park Contract No. 6878.

Amount of the claim is $ 3,573.42 for balance due Cecil E Hall for the above performed work.

Yours truly,
Cecil E Hall

cc: State Auditor

RECEIVED
JUL 13 1967
OREGON
STATE HIGHWAY COMMISSION

Form A-186--SM

32-3.3.13

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. # 3

Project Name Hallowa Lake State Park Date May 18, 1967

Highway - - - - - - - Contract No. 6973 F. A. Project No. State

County Wallowa Prefix 32-3.3.13 Account No. 447-03

Description of Work To Be Done:

Construct Asphalt Penetration Macadam (Type O-9) over newly constructed parking areas and roadways. Construct Asphalt Prime Coat.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Aggregates - - - - - - - -	1700 C.Y.	@ 3.37	$5,729.00
MC-250 Asphalt - - - - - - -	54 Tons	@ 37.40	2,019.60
120-150 Asphalt - - - - - -	82 Tons	@ 33.15	2,682.30
RS-1 Emulsified Asphalt - - -	45 Tons	@ 35.79	1,606.50
Equipment rental - - - - -			3,433.00
Labor & Supervision - - - -			5,249.60
		Total	20,820.00

Explanation:

Funds in the estimated amount were included under the original construction authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 478,782.40
Present estimate of project cost, including $ 20,820.00 for work under this order	$ 475,996.00
Expected under-run / over-run (amount)	$ 12,778.40
Expected under-run / over-run (per cent)	3

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer or Bridge Engineer

Approval Recommended: [signature] 1557 Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
APR 12 1967

1

32-3313

6878

March 15, 1967

Peoples & Thatcher Contractors, Inc.
8850 S. E. Otty Road
Portland, Oregon

#10

Gentlemen:

The State Highway Commission at its meeting on March 14, 1967, considered your request for an extension of time on Contract No. 6878 in Wallowa Lake State Park in Wallowa County.

After considering the recommendation of the Engineer and other available information, the Commission granted an extension of the specified completion date for the first-phase work to October 10, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc A. F. Parson
J. C. Hiatt
L. H. Young
E. D. Morgan
C. H. Maison

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 1, 1967

SUBJECT: Extension of Time
Wallowa Lake State Park
Contract No. 6878

RECEIVED
1967
OFFICE OF
STATE HIGHWAY ENGINEER

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a request from Teeples and Thatcher, Contractors, Inc., requesting an extension of the specified completion date from October 1, to October 15, 1966 for the first phase work on the subject contract. The contractor's request is based on a delay caused by the U. S. Forest Service's use of the contractor's equipment for fighting forest fire, a delay caused by wet weather and muddy conditions with a subsequent shutdown by the Resident Engineer, and an increase in fill quantity accomplished by Price Agreement.

This contract was set up with a dual completion date. The first phase work required that all excavation in Wallowa Lake north of the "L" line and east of the "BR" line was to be completed by October 1, 1966. This was to get excavation from the lake area done at low water stage and reduce roiling of the lake water.

From August 19 through August 22, 1966, dozers which the contractor was using exclusively for the lakebed excavation were appropriated by the U. S. Forest Service to combat a forest fire in the area. Again on August 24 and 25, 1966, the U. S. Forest Service utilized these dozers. The contractor did have other work in progress, but none of it was in connection with the first phase work. This delay while the Forest Service utilized the contractor s equipment justifies an extension of 6 work days which translates to 9 calendar days.

The Resident Engineer did direct the contractor to stop his excavation in the lakebed on September 2 in order to allow the material to dry. Under Section 102-3.14 of the Standard Specifications (which was not modified for this project) the contractor is required to perform whatever work is necessary to remove excess water in order to construct an acceptable embankment. Had he continued to work, the embankment would not have been acceptable because of excessive water. This was just one of the problems of construction. We do not believe that the Resident Engineer's directive (which was not in writing) constitutes a legitimate stop work order and cannot recommend an extension for this delay.

Price Agreement No. 1 called for additional excavation in the old boat channel. This work was not considered to be subject to the first phase time requirements and was not performed until after all of the work under the first phase had been completed. It therefore could not have delayed the first phase work.

The first phase work was completed on October 18, 1966. This is 17 days beyond the specified date and represents $1,700 in liquidated damages. The specified completion date for the entire project was December 31, 1966; however, the project is presently under a shutdown order which was effective November 16, 1966.

Based on the delay caused by the U. S. Forest Service's use of the contractor's equipment for fighting fire, we recommend that the completion date for the first phase work be extended to October 10, 1966. This will reduce the liquidated damages to $800.

This is a State project governed by the 1964 Standard Specifications and the 1966 Supplemental Standard Specifications.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:fp
Enc.
cc L. H. Young

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6878 Contractor Teeples & Thatcher Contractors, Inc.

Highway State Park

Section Wallowa Lake State Park

Kind of Work Park Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Delay caused while U. S. Forest Service utilized contractor's equipment justifies an extension of 9 calendar days.

Recommended for Approval:

A. F. Parson
Division Engineer

Construction Engineer or Bridge Engineer

J. K. Lobree
Assistant State Highway Engineer

Contract No. 6878

Project designation State
State-Federal

Date awarded July 6, 1966

Work started July 20, 1966

Per cent completed That portion under Art. 8-7 (a)
100%
Date

Spec. completion date.
~~No. of Workdays Allowed~~ Oct. 1, 1966

No. of Workdays Used Completed Oct. 18, 1966
Req. Ext. to October 10, 1966.
~~No. of Added Workdays Requested~~

2—320 (Rev.)—5M—10-57

X

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....December 21...., 1966...

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 1 days to Oct. 15 days, within which to complete our Contract No. ...6878....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Completion of the fill was delayed because our equipment was used by the Forest Service to fight forest fires from August 19 to August 22nd and from August 25th to the 26th - the latter being double-shift days.

We were also shut down by the Resident Engineer from Sept. 2, 1966 to Sept. 6 because of wet weather and muddy conditions.

The fill quanity was increased by 5000 cu. yds. with Change Order #2, which by itself should entitle us additional time.

Respectfully submitted,

TEEPLES & THATCHER CONTRACTORS INC.
Contractor

By Harry Peyton
Vice Pres - Treas.

CONSENT OF SURETY

Date December 28, 19 66

We, UNITED PACIFIC INSURANCE COMPANY

415 SW Tenth Avenue, Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M. Kemp
Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
MAR 14 1967
FOR FILING
32-3313
6878

March 13, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 10
March 14, 1967 meeting

Gentlemen:

Teeples and Thatcher Contractors, Inc., contractor on the Wallowa Lake State Park project in Wallowa County, Contract No. 6878, requests an extension of the specified completion date for the first-phase work from October 1 to October 15, 1966. The contractor's request is based on delays caused by the U. S. Forest Service's use of the contractor's equipment for fighting forest fires; wet weather and muddy conditions with a subsequent shut down by the Resident Engineer; and an increase in embankment quantity done by Price Agreement.

This contract has a dual-completion date and this request concerns only the first-phase portion. The first-phase completion date was October 1, 1966, and was established in order to allow excavation from the lake at low-water stage to minimize roiling of the waters.

On two occasions in August, 1966, the U. S. Forest Service utilized the contractor's equipment involved in the first-phase work to combat forest fires. These delays represent a justifiable reason for an extension of nine calendar days.

The Resident Engineer verbally advised the contractor to stop placing embankment on the first-phase work just prior to Labor Day weekend because the material was saturated and had to be drier to comply with construction specifications. This work resumed after the weekend and no extension for this reason is justified.

The price agreement work involving additional fill quantities was not performed until after all the work under the first phase had

been completed. No extension is justified on this part of the request.

I recommend that the specified completion date for the first-phase work be extended to October 10, 1966. This will reduce the liquidated damages to $800. This is a State project.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:fp cm

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. [illegible] Contractor Templeton & Thatcher Contractors, Inc.

Highway State Park

Section Wallowa Lake State Park

Kind of Work Park Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted]GRANTED. The reasons for such recommendation are as follows:

Delay caused while U. S. Forest Service utilized contractor's equipment justifies an extension of 9 calendar days.

Recommended for Approval:

A. F. Parece
Division Engineer

Construction Engineer or Bridge Engineer

J. K. Klaboe
Asst. State Highway Engineer

Contract No. [illegible]

Project designation State
State-Federal

Date awarded [illegible]

Work started [illegible]
first portion under Art. 8-7 (a)

Per cent completed [illegible]
Date

~~Orig. completion date.~~

~~No. of Workdays Allowed~~ Oct. 1, 1966

No. of Workdays Used Completed Oct. 1, 1966

Req. Ext. to October 10, 1966.

~~XXXX

2—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 21, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 1 days to Oct. 15 days, within which to complete our Contract No. 6878, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Completion of the fill was delayed because our equipment was used by the Forest Service to fight forest fires from August 19 to August 22nd and from August 25th to the 26th - the latter being double-shift days.

We were also shut down by the Resident Engineer from Sept. 2, 1966 to Sept. 6 because of wet weather and muddy conditions.

The fill quantity was increased by 5000 cu. yds. with Change Order #2, which by itself should entitle us additional time.

Respectfully submitted,

TEEPLES & THATCHER CONTRACTORS INC.
Contractor

By [signature] Vice Pres - Treas.

CONSENT OF SURETY

Date December 28, 1966

We, UNITED PACIFIC INSURANCE COMPANY

413 SW Tenth Avenue, Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Lynn M. Long Attorney-in-fact

(SEAL)

[signature]
Resident [illegible]

FORM E-123

RECEIVED
JUL 7 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

32-3313

6178

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 6, 1966

Peoples & Thatcher Contractors, Inc.
8850 S. E. Otty Road
Portland, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6178 for the following project:

Park facilities in Wallowa Lake State Park in Wallowa County.

This award was based on your bid of $359,396.00 which was submitted to the Commission on June 30, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant
Parks Division

RECEIVED
JUN 24 1966

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

June 21, 1966

RECEIVED
JUN 22 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for Wallowa Lake State Park, covered by your letter of June 14, 1966.

There will be no conflict with wildlife resources as a result of this project, so the plans are approved.

We appreciate the opportunity to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

6/22/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
fp

RECEIVED
JUN 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 - 1966
FOR FILING
32:3313
6878

January 28, 1966

MISC. CONTRACTS and
AGREEMENTS No. 1915

Wallowa Lake Lodge, Inc.
Box 264
Joseph, Oregon

Agenda Item
3a-2
1-25-66

Gentlemen:

We are enclosing for your records a fully executed copy of an Agreement permitting operation of a float and docking facilities at Wallowa Lake State Park for calendar year 1966.

A fully executed copy of the Agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: A. F. Parson
David G. Talbot

RECEIVED
JAN 14 1966
FOR FILING

January 13, 1966

Oregon State Highway Commission

Gentlemen:

The float and docking facilities at Wallowa Lake State Park were operated from 1947 through 1965 by Wallowa Lake Lodge, Inc., under agreement with the State.

Wallowa Lake Lodge now requests approval of an agreement to cover the calendar year 1966.

The agreement provides for termination upon 30 days' notice by either party; free access to the float and dock by the public for noncommercial use; the use by the lessee of the docking facilities and boat rental, outboard motor rental or sales, and fishing equipment rental or sales; and payment to the State of ten percent of the lessee's gross income. The 1965 return to the State was $1,248.12. Also provided is that the lessee shall make no improvements or changes without prior consent of the State, lessee shall maintain the float and dock facilities, and shall use no signs or advertising matter unless first approved by the State.

Liability insurance is provided by the lessee in the amount of $50,000 to $100,000 and property damage in the amount of $1,000 to $5,000.

It is recommended that you approve the agreement permitting operation of the float and docking facilities at Wallowa Lake State Park by Wallowa Lake Lodge, Inc. for the calendar year 1966. It is also recommended that the Secretary be authorized to sign the agreement for and on behalf of the Commission.

This matter will be on the agenda for the January 25 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot
C. H. Maison
A. F. Parson

LPS:ajw bg

RECEIVED
JAN 13 1966
FOR FILING

Salem, Oregon
January 12, 1966

Wallowa Lake Park Concession

Mr. Forrest Cooper
State Highway Engineer

The Wallowa Lake concession apparently came into being in 1947, at which time a lease was given to Wiggins for a five-year period. No monetary consideration entered into the agreement with Wiggins, but sale of land to the Division was consummated because of the lease. The lease provided that the State Parks Superintendent was to confer with the lessee on terms for a five-year extension.

In 1952, the lease was extended for five years but without a renewal clause. In 1957, another five-year lease was entered into by State and Wiggins. This agreement was subsequently transferred (with State approval) to the present lessee whose corporate title is Wallowa Lake Lodge, Inc., but whose signing officers are Robert Wiggins and Duane Wiggins. At that time (January 27, 1961), the 1957 lease was supplemented by an agreement to be in effect until December 31, 1965 which provided that the lessee install a gasoline pump, provide lights on the float and adjacent areas, and purchase new water bikes and boat motors. Purpose of the extended time was to make purchase of equipment profitable.

There is apparently no written requirement to negotiate a lease for further concession operation. Renewal for one year is prompted by our plans to revise and enlarge boating facilities at Wallowa Lake in the next 15 months. Wiggins objected to the one-year renewal and did not return it approved until January 4.

The 1965 income from the concession was $12,481.20 gross. The State's share was ten percent or $1,248.12.

Five copies of the agreement are attached for consideration by the Highway Commission. The agreement, as now written, would terminate December 31, 1966.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajv
Attachments
cc R. L. Porter

Form E-128
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LEGISLATIVE

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 22, 1965

Senator John J. Inskeep, Chairman
Legislative Highway Interim Committee
303 Capitol Building
Salem, Oregon

Dear Senator Inskeep:

It is my understanding that you may be asked to place on the Committee's agenda, at its December meeting, a matter involving the possible reactivation of a boat ramp and the installation of adjacent sanitary facilities at the north end of Wallowa Lake in Wallowa County. Since this matter came to my attention I have discussed it with Mr. Lloyd Shaw, Assistant State Highway Engineer, who is thoroughly conversant with it, and have also reviewed our considerable file of correspondence on the subject.

With no thought of being presumptive, I would suggest that this matter is hardly worth the committee taking its time to hold a hearing on it. In order that you may judge for yourself whether it should properly come before your committee, I offer you the following background material as obtained from our files and my discussions with Mr. Shaw.

The boat launching ramp in question is located at the foot or north end of Wallowa Lake and was constructed some years ago by the State Game Commission. Apparently, sanitary facilities of the pit-type latrine were installed but because of the City of Joseph and some private homes nearby draw water from the lake at this point for domestic use the State Health Department requested closure of the facility, with which the Game Commission complied.

The matter first came to our attention through a letter written by Wallowa Lake County Judge Farris to Governor Hatfield, and since August of this year has been the subject of correspondence and at least two conferences involving a number of people, including Mr. Shaw, State Parks Superintendent Talbot, Game Commission Director Schneider, Marine Board Director Rittenhouse, Senator R. R. Raymond of Helix and Cecil Edwards.

Subsequently, the matter was reported to the Highway Commission, which at its meeting on September 28th, instructed that the Highway Department not become involved in an attempt to reactivate this facility. The Commission's decision was undoubtedly based upon the impracticability of maintaining adequate rest room facilities at the north end of the lake. The

NOTED
FORREST COOPER

soil characteristics in this area are such that pit-type latrines are not satisfactory, and in fact, this was the reason for the State Board of Health issuing its closure order. The construction of concrete vault-type toilet facilities is expensive and they are also expensive to maintain. Further, there is no absolute guarantee that this type of facility would not leak and, therefore, become a potential source of pollution.

At the southerly end of the lake, where the state park is located, we have a boat launching ramp which we propose to extend next year after the close of the tourist season, and consideration is also being given to construction of an additional boat launching facility at the southerly end. There are adequate rest room facilities available in the park area to take care of the anticipated increased use that will be occasioned by the extension of our boat launching ramp at this location.

Senator Raymond was advised by letter under date of October 6th, concerning the Highway Commission's decision and the reasons therefor, as well as of our intention to extend our boat launching facilities at the southerly end of the lake. No further word has been received from him since so I would presume that "Ruff" is satisfied with our answer.

Should you desire any further information on this subject, I am, of course, always available, and I am certain also that Mr. Shaw would be available to discuss it with you if you so desire.

Very truly yours,

R. B. Sipprell
Liaison Engineer

RBS:ob
b/cc to: Forrest Cooper ✓
R. L. Porter
Lloyd Shaw
Victor Wolfe
David Talbot

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OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-133X BOH 7-65

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OCT 18 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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KENNETH H. STIELER, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 14, 1965

Mr. Robert Wiggins
Wallowa Lake Lodge
Joseph, Oregon

d34

Dear Mr. Wiggins:

We are in receipt of your October 5 letter requesting information regarding the boat concession at Wallowa Lake. We also have your letter written to Mr. Stiles.

As was mentioned in Mr. Schick's letter, we had hoped to expand the facility this year, but unfortunately, we were unable to do so. We hope to be able to let a contract next year right after Labor Day.

Consequently, we will have to operate next summer as we did this year. With this thought in mind, would you be interested in an extension of your present lease for one year?

Very truly yours,

David G. Talbot
State Parks Superintendent

DGT:al

CC: Frank Stiles
Lloyd P. Shaw

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OFFICE OF
STATE HIGHWAY ENGINEER

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Engineering

October 6, 1965

434

Hon. Raphael R. Raymond
State Senator
Route 1
Helix, Oregon

Dear Senator Raymond:

This is in reply to your letter of September 23 which concerned the State Game Commission's boat launching ramp at Wallowa Lake.

This matter was brought to the State Highway Commission's attention September 28. The undesirable features of the present location, including problems of sanitation, and the fact that additional boat launching facilities are scheduled in our construction program for the coming year at Wallowa Lake State Park, resulted in the Commission's order that we not become further involved in the launching ramp at the north end of the lake.

Your reference to criteria for marine parks, I believe, is in regard to the $300,000 budget fund which will be available through apportionment to counties and other local jurisdictions. It is our hope this can be available for the coming season's construction programs throughout the state. In the event application is made for participation under the $300,000 marine fund, it will be given consideration with other projects in the Wallowa County area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
David G. Talbot

FORM 4E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1965

SUBJECT: Wallowa Lake Boat Ramp, etc.
Assignment #434

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

Following is information requested by you for reply to Representative Raymond's letter of September 23d.

1. Ben Hur Lampman - In 1953 the Game Commission was given a permit to install tracks and a hand-operated car to launch boats in the Rogue River. All costs were borne by the Game Commission.

2. Casey State Park - The Game Commission has no connection with the boat launching facilities in this park. However, at McLeod State Park a few miles up the Rogue River, they were given a permit in 1956 to construct a boat ramp at their own cost.

3. McKenzie Highway - An existing ramp, supposedly on Highway right of way, was constructed. Later it was found to be on Bureau of Land Management property. As the Game Commission could not apply for Bureau of Land Management land they requested the State Highway Department to make the application and secure the land on which the boating facility had been built. I have no knowledge of the State doing any construction or maintenance at this location.

4. Isthmus Slough - I am aware of a Game Commission boat ramp at this location but have no knowledge of any widening of the road bed at this point.

5. Yellow Creek - In Douglas County are parks constructed by the county and Bureau of Land Management. I am not familiar with them, but Douglas County does not show a boat ramp or boating at this location in their brochure.

6. Tugman State Park - This land was deeded to the Parks Division by the State Game Commission. State Park funds were used to construct the boat ramp, as was $94,000 for the other facilities constructed in this park.

7. Minam River - I have no knowledge of a plan for boat ramps at this proposed park, as the water is not suitable for boating. The Game Commission owns approximately 30 acres within the proposed park area which

NOTED
LLOYD P. SHAW

we will acquire. From present indications we will pay the same rate or more for this land as we will for the adjoining private areas.

Our information on the property controlled by the State Game Commission at the north end of Wallowa Lake differs considerably from Representative Raymond's report. During past efforts of the Game Commission to inveigle us to take over the boat ramp, they have indicated that their only holding is an easement covering 5+ acres; 2+ acres are below the high water line.

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl

PLEASE RETURN TO
LLOYD P. SHAW

Route 1
Helix, Oregon

September 23, 1965

Mr. Lloyd Shaw
Assistant Highway Engineer
Parks Department
Highway Building
Salem, Oregon

Dear Lloyd:

Cecil Edwards reported to me by telephone summarizing the conference conducted in your office September 14 relating to proposals for disposition of the Wallowa Lake boat ramp that was constructed by the Oregon Game Commission. Later, during the Pendleton Round Up, Cecil discussed the subject with me at length.

The essence of his report was that you had agreed to give a "feasibility study" to the proposal of taking over the ownership and management of the ramp with the understanding that you would install and maintain sanitary facilities for the public. This was to be done under the Parks Program. This approach to the subject is certainly reasonable, and it shouldn't take too long to complete the study in view of the comparatively minor size of the project.

Cecil further reported that the thought had been tossed out at the meeting that possibly the moneys to be received from the so-called federal land and water conservation fund could be matched on a 50% basis by funds from the $300,000 set aside for marine recreational development by the last legislature. These funds could be applied to the development of the sanitary facilities and roadside park envisioned for this site, he said. I am told this would call for a 25% participation by the County.

Concerning this proposal, I am sure none of us are adverse to see counties and municipalities carry their just share of responsibilities. In this matter, however, it has been my distinct impression that it was a time-honored Highway Department policy and practice not to seek or accept participation by counties in the Highway Park System. Therefore, I was wondering if this suggestion which reportedly was made by a member of your staff should be considered as to represent a departure in Highway Department policy, or am I misinformed on the policy?

Cecil also informed me that the cost of the sanitary installation as previously represented to him by your staff had been revised upward substantially, and that in lieu of $850 for the sanitary installations the cost would more nearly approach $3,000 for the construction with maintenance added.

Concerning questions of precedents which apparently were discussed, I have been advised that the Highway Commission has, in the past, managed roadside parks and in fact taken title to land by agreement in instances where Game Commission funds had been involved. For example:

1. The Ben Hur Lampman Park at Gold Hill contains an electrically operated boat hoist installed by the Game Commission.

2. At Casey's State Park on the Rogue the Game Commission furnished the funds for the boat ramp.

3. On the McKenzie the Game Commission paid the Highway Department to install a boat ramp, and now the Highway has taken title to the land and manages the facility.

4. At Isthmus Slough in Coos County the Game Commission installed a ramp after the Highway had furnished spoil and built a deacceleration lane.

5. At Yellow Creek on the Umpqua the Game Commission transferred a right-of-way to the Highway Commission for which the Highway Commission agreed to manage the ramp and marine park.

6. At Tugman Park in North Bend the Game Commission transferred 240 acres to the Highway Commission, and the Highway Commission operates and maintains the boat ramp and marine park on Eel Lake.

7. Another cooperative venture is in the making on the Mynam, near the river mouth.

In the case of the Wallowa ramp subject to our past discussions, the Game Commission owns 36 acres there, has two easements and an agreement with the County to maintain the road. This should enhance the property for you.

I find that the Game Commission has contracts with 26 counties where boat ramps exist, and that Wallowa and Depoe Bay are apparently the only spots of any serious contention. I am hopeful that action on this matter will not be delayed because of conflicts of autonomy. While the original costs represents an expenditure of funds provided solely by angler fees totaling $15,000, usage has indicated that this can no longer be considered an anglers boat ramp and thereby subject to maintenance by Game Commission funds. Its use has been taken over largely by other recreationists and intrastate tourists.

In conclusion, it occurs to me that this boat ramp conforms to your criteria for marine parks. It is close to a populated area, it is easily accessible from a seasonally heavily traveled highway, there is public demand for the facility and it could fit in easily with the Highway Parks management program of the other Wallowa Lake Park developments. Please advise me of the progress and action taken on this subject.

Very truly yours,

Raphael R. Raymond

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LLOYD P. SHAW

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OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 1 - 1963
FOR FILING

Salem, Oregon
September 30, 1963

Lloyd P. Shaw
Assistant State Highway Engineer

OFFICE

412

On September 28, the Highway Commission instructed that we do not become involved in the Wallowa Lake boat-launching ramps at the north end of the lake.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Victor D. Wolfe

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SEP 27 1965
FOR FI

Salem, Oregon
September 27, 1965

Mr. Forrest Cooper
State Highway Engineer

Boat Ramp
Wallowa Lake

Stanley Farris, Judge of Wallowa County Court, was in Dave Talbot's office Friday p. m., September 24.

Judge Farris stated that Wallowa County was desirous of reactivating the boat launching ramp at the north end of Wallowa Lake and would consider favorably advancing money for construction of toilet facilities if others would assume maintenance.

I told Judge Farris that others had brought the matter of reopening the ramp to our attention but had also indicated no County participation could be expected. I also stated I would bring this to your attention prior to the Commission meeting.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

September 20, 1965

Oregon State Highway Commission

Gentlemen:

For some years, the State Game Commission has maintained a boat-launching ramp at the northerly end of Wallowa Lake. As a part of the installation, some pit-type rest rooms have been in use.

The water supply for the city of Joseph is taken out of Wallowa Lake in the immediate vicinity and, due to a health hazard, the State Sanitary Authority has ordered the Game Commission to close the rest rooms, which has been done.

In order to get rid of this problem, the Game Commission has declared that it has no money to take care of things of this kind and has used various means to drop the whole problem on the lap of the Highway Commission. In an endeavor to bring political pressure to bear to get the Highway Commission to take this matter off its hands, it has enlisted the aid of Senator "Huff" Raymond and possibly others.

In discussing this matter with the Game Commission people, Mr. Shaw gets the impression that it is the Game Commission's intention to get out of this business everywhere it can, and this is a test case to start unloading these facilities on the Highway Commission. I understand that it has a number of like installations throughout the state.

The purpose of this letter is to inform you re this matter and to suggest that we discuss the problem at our next meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm
cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

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FOR FILING
Paint
Parks
Wallowa

Salem, Oregon
September 17, 1965

Mr. Forrest Cooper
State Highway Engineer

Sanitary Installation
North End of Wallowa Lake

On September 9, Mr. A. V. Meyers of the Land Section of the State Game Commission, was in my office to discuss the possibility of reopening a boat launching ramp at the north end of Wallowa Lake. On the same day, I was visited by State Senator "Ruff" Raymond of Helix, in regard to the same subject.

The result of the September 9 contacts was a further discussion held in my office, September 14, at which time R. F. Rittenhouse, Director, State Marine Board; Cecil Edwards, Secretary of the Senate; P. M. Schneider, Director, State Game Commission; and A. V. Meyers, Land Section of the Game Commission, were here representing other than Highway interests.

Dave Talbot and Lloyd Shaw were those present from the State Highway staff.

The two-hour-plus meeting represented mostly a stalling action on my part; since, from the first it was evident we were not in a bargaining position and the demands being made were to be followed by political coercion if necessary.

The Game Commission people stated flatly that they were getting out of the boat launching business, they felt they could not legally expend funds for sanitary facilities of this type, and they would contribute nothing to reactivate the Wallowa Lake launching ramp.

When asked if the Wallowa Lake ramp was placed by the Game Commission due to outside pressure, Mr. Schneider said, "The project was on our list of statewide desirable facilities but it was not near the top of the list."

Mr. Rittenhouse stated that the Marine Board has no funds with which to work. All available money handled by the Marine Board is, after deduction of operating expenses, apportioned to the counties on the basis of boat registration. Wallowa County receives approximately $500 per year.

Cecil Edwards indicated that he felt the County would not willingly undertake any effort to maintain or operate the ramp and no participation should be expected from the County.

I stated to Edwards that in view of the fact the Sanitarians have closed the ramp, regarding it as a menace to health due to seepage into the lake from any sanitary facility at or near the ramp; since the County regards it as an assistance to other than County residents; and, since the Game Commission wishes to be out of this business, reinstallation of the ramp at its present site would not reflect good judgment. I also stated the launching facility should be located in an area that would not conflict with the water supply to the City of Joseph and several individual home owners; it should be in a location which would be most economical for the agency performing maintenance on the sanitary facilities. On this basis the entire ramp should be moved to the Wallowa Lake Park area.

I also inquired at this time as to the construction of the ramp and was told it consists of concrete slabs which were precast and placed on a prepared grade.

I had informed Edwards that an investigation of the possibility of salvaging the concrete slabs, moving them to a more desirable location, and complete closure of the present ramp area should be made. He replied he would communicate at five o'clock with "Ruff" Raymond and advise him of the outcome of our meeting.

Shortly thereafter I advised you verbally of the gist of the remarks at the meeting.

At this time I have not received an estimate of the cost involved to move the present ramp facility to another location. I feel it should be done regardless of the economy or lack thereof, because other facilities of a similar nature throughout the state have been brought to Mr. Rittenhouse's attention, requesting that maintenance be done by others than the normal operators of the facilities. Mr. Rittenhouse stated he had several such applications in his possession.

There would be no problem in providing adequate launching facilities at Wallowa Lake Park to take up the load which would be created by complete inactivation of the Game Commission site. Our present plans include an extension of the present launching facilities in the amount of 40 feet additional ramp length. This could be increased to any reasonable extent and would provide launching facilities in an area where sanitary conditions can be more easily handled. Costs involving this procedure will be available within the next day or two.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter
Victor D. Wolfe
David G. Talbot

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Wallowa

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1965

SUBJECT: Wallowa Lake Boat Ramp

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

The proposal to build an additional boat ramp at Wallowa Lake will require approximately 20,000 cubic yards of embankment material. This material could be excavated from the lake bed by a dragline operation. The cost of the embankment material would be approximately $10,000.

The above figure does not include rip rap, coarse base material, 3/4-0, sprinkling, or paving.

The items mentioned above would cost an additional $10,000.

The existing boat ramp which was contracted in 1961 cost $17,806, which included coarse base material, 3/4-0, and sprinkling.

Warren H. Gaskill
Field Engineer

WHG:hl

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LLOYD P. SHAW

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SEP 22 1965
FOR FILE

Maint
Parks
Wallowa Lake

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 16, 1965

SUBJECT: Wallowa Lake Game Commission boat ramp

To: MEMO TO FILES

On September 14, a meeting was held in Mr. Shaw's office to discuss this subject. In attendance were Shaw, Talbot, Bill Schneider, and A. V. Myers of the Game Commission, Bob Rittenhouse of the State Marine Board, and Cecil Edwards representing Senator "Ruff" Raymond.

Following considerable discussion, Mr. Edwards stated rather plainly that this was a political problem. It was his and Senator Raymond's firm conclusion and recommendation that the State Highway should undertake the complete responsibility for the entire project.

Mr. Shaw did not agree. He stated that the State, even though it did not feel a direct responsibility in this matter, would be more than willing to assist in achieving a reasonable solution to this problem. He, as well as the others present except Mr. Edwards, felt that there was some degree of local responsibility necessary.

The meeting concluded with Shaw's stating that the State Highway Department would not reach a conclusion until it gathered additional economic information on the subject.

The State Game Commission had little to say during the discussion, and intelligently so, since it was they who committed the original sin. They had no recommendations or ideas, but made it very clear that the Game Commission would not and could not (a legal question which should be further studied) install sanitary facilities at any of their boat ramps. Schneider made it clear that they were getting out of the boat ramp business as quickly as possible. They apparently found that swimmers, pleasure boaters, sailors, etc. insist on using their fishing access sites for purposes other than fishing.

Mr. Rittenhouse sought to point out that the Wallowa Lake situation was only one of many similar problems of sanitation at boat launching areas. Before he could even get started, Mr. Edwards cut him off by suggesting that we take only one problem at a time. Mr. Edwards' position is clear.

NOTED
LLOYD P. SHAW

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Memo to Files
September 16, 1965

He agrees with the Game Commission and he agrees with Senator Raymond.

Lloyd Shaw requested that the Division carefully consider the possibility of moving the Commission's "portable" ramp on to our property at the south shore and incorporating it into our current expansion plan.

David G. Talbot
State Parks Superintendent

DGT:al

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SEP 15 1965

Marine Parks
Wallowa Lake

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1965

To: MEMO TO THE FILE

SUBJECT: Boat Launching Ramp
Wallowa Lake

Mr. A. V. Meyers, representing the Game Commission, was in my office at 10:00 a. m., September 9, to discuss the possibility of reopening the Game Commission boat launching ramp at the north end of Wallowa Lake in Wallowa County.

Mr. Meyers was unable to make any commitment, but stated he thought there was room for further discussion if the State Parks Division would consider assuming some element of cooperation such, as sanitary maintenance, if facilities were made available. A meeting was arranged for further discussion at which Mr. Rittenhouse of the Marine Board, and Messrs. Edwards and Meyers would be present at my office, September 14, at 3:00 p. m.

Later in the day, September 9, possibly related to Mr. Meyers' visit at 10:00 a. m., Cecil Edwards called stating that Senator "Ruff" Raymond of Helix, wished to call and discuss the Wallowa Lake matter. This, Mr. Raymond did at 3:30 p. m. He stated, in part, that the State Park Division's failure to take over the continued operation of the Game Commission's boat ramp at Wallowa Lake gave him some misgivings as to the propriety of continued dedicated funds for any State agency. Obviously, this was pointed at the State Highway fund.

I told him I thought there was a dual obligation in that the ramp was used by both fishermen and recreationists; that we were willing to consider some reasonable arrangement under which maintenance could be accomplished with our forces, possibly reimbursed in part by the County or Game Commission.

I also told him we were open to suggestions that seemed to make sense and both the Game Commission and Parks Division were interested in recreational services to the public.

Mr. Raymond was not hostile nor were there any harsh words at the meeting. After a bull session of about an hour, he departed, suggesting we take some action at Wallowa Lake in the immediate future.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
David G. Talbot

September 2, 1965

Mr. P. W. Schneider, Director
Oregon State Game Commission
1634 S. W. Alder Street
Portland, Oregon 97208

Dear Mr. Schneider:

We have been requested to investigate means by which the boat launching ramp at the north end of Wallowa Lake could be reactivated.

It is my understanding that a ramp was installed by the Game Commission but was later ordered closed due to sanitary conditions which affected the water supply of the City of Joseph.

Our Parks Division has checked into this matter and it appears that only the installation of vault type latrines would suffice. These would require periodic pumping as well as daily maintenance.

A study of probable use indicates both fishermen and pleasure boaters would be involved. For this reason there is a common ground for Parks and the Game Commission to discuss reactivation of the ramp. If you agree that discussion is desirable, we would like to meet with your people at an early date.

Will you please advise me of your wishes in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Warne Nunn
Forrest Cooper
R. L. Porter
Victor D. Wolfe
David G. Talbot

September 2, 1965

Hon. Raphael R. Raymond
State Senator
Vansycle Canyon Road
Helix, Oregon

Dear Senator Raymond:

Your letter regarding boat launching facilities at the north end of Wallowa Lake was received August 31.

As you were advised by Cecil Edwards, Secretary of the Senate, the Parks Division has made a rough estimate of cost of sanitary installations required if the Game Commission launching ramp is to be reactivated. Initial construction is probably the smaller of the costs involved. Maintenance of the type latrine which can be used in this location runs high.

There seems to be an area of joint responsibility in operating this ramp as its use is not restricted to fishermen. I, therefore, have written to Mr. Schneider, suggesting that a discussion of means to provide needed facilities be undertaken at an early date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
David G. Talbot

FORM E-30 80M 7-64 SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1965

SUBJECT:
Wallowa Lake Sanitary
Facilities
Assignment No. 412

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

We have contacted the Game Commission and Health Department in regard to the sanitary facilities at Wallowa Lake.

According to the map supplied by the Game Commission, they have a perpetual easement which consists of five acres, more or less. The Health Department states that the minimum requirements for this site to be "Installation of concrete vault toilets for each sex, situated at least 100 feet back from the high water level of the lake with at least two toilets provided for each sex." They would prefer more adequate facilities.

The four vault-type toilets could be constructed at an estimated cost of $2000 to $3200, depending on the size of vaults and difficulty of construction. The toilets will probably need pumping about twice a year.

David G. Talbot
State Parks Superintendent

DGT:al

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AUG 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RAPHAEL R. "RUFF" RAYMOND
VANSYCLE CANYON ROAD
HELIX, OREGON
17TH DISTRICT
UNION, WALLOWA, UMATILLA
COUNTIES

STATE OF OREGON
OREGON STATE SENATE
SALEM

COMMITTEES
VICE CHAIRMAN: STATE AND FEDERAL AFFAIRS
MEMBER: AGRICULTURE
ELECTIONS
CONSTITUTIONAL REVISION
HEALTH AND WELFARE
HIGHWAYS

August 20, 1965

Mr. Lloyd Shaw
Assistant Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Shaw:

Recently I received correspondence from constituents in Wallowa County asking me to aid them in finding a solution to the problem governing the use a now closed Game Commission constructed boat ramp. This ramp is located on the north end of Wallowa Lake.

Problems of public health involving need for sanitary facilities, protection of drinking water sources are apparently the primary reasons for the closing down of the facility.

This ramp is near the earlier built and no longer existent dock constructed by Playmore Industries of Joseph some five or six years ago. It was originally designed for use by anglers and was constructed with funds obtained from anglers' licenses. However, the facility soon became a favorite place of other recreationists, including water skiers. Reports indicate that approximately 250 people per weekend day during the two to three month season have used the facility. This concentration of people and the lack of toilets led to the closure of the facility by the Game Commission based on a request from the Public Health Department. The cost of the facility was reported to have exceeded $14,000. The question I have relates to whether or not the Highway Commission, under their marine park program, could feasibly consider taking over this boat ramp including the building of proper sanitary facilities for the public.

I have been informed by Cecil Edwards, Secretary of the Senate who I asked to assemble information on this matter, that the Public Health Department (Weathersby) have set as minimum requirement the installation of four concrete vault type toilets, two for men and two for women. They have also stated that the facility should not be closer than 100 feet from the high water mark of the lake and that they should be 300 feet from the intake of the water systems. Also a system of maintenance and cleaning by a responsible group should be assured.

It seems a waste of public funds to abandon this already constructed boat landing when it has proven to be popular on a resort lake where facilities are seasonally quite crowded. I know you are familiar with the subject and I would be most appreciative to receive your evaluation and views toward a solution of this matter. Mr. Edwards told me that he had conferred with you by telephone and that with the facts that you now have before you, you would be inclined to recommend a cooperative program which would involve construction of the toilets by the Highway Department and their maintenance, with the maintenance charges re-billed back to the Game Commission. This impresses me as being fair and equitable. However, we must be mindful that the Game Commission has already spent $14,000 on this facility and that the county now annually receives $500 from the Marine Board which perhaps, in good faith with the original intent of the Marine Board allocation, could be committed to maintaining this facility.

I have been generally opposed to "single use" facilities and favor cooperative undertakings for the greatest benefit of the greatest number of people.

Cordially,

Raphael R. Raymond

RRR:lg

cc: Game Commission

RECEIVED
AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1965
OREGON
STATE HIGHWAY COMMISSION

Schaefer ext

RECEIVED
AUG 20 1965
FOR FILING

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 3503
PORTLAND OREGON 97208

NOTED
R. L PORTER

August 17, 1965

Honorable Mark O. Hatfield
Governor of Oregon
Salem, Oregon

Dear Governor Hatfield:

Reference is made to Judge S. J. Farris' letter to you concerning the health hazard problem in connection with the boat ramp at Wallowa Lake.

This matter has been the subject of extensive correspondence and discussions among myself, members of this department and Commission, and interested parties in Wallowa County for some weeks.

Porter

The ramp was installed by this Commission some years ago on properties owned by the Associated Ditch Companies but expanded use of this facility not only by anglers but more importantly other water recreational users has created a serious health problem, particularly since the City of Joseph uses water from this area of the lake. The State Department of Health requested our closure of the facility until appropriate sanitary facilities could be installed. I complied with the Department of Health's request in this matter.

We are not only faced with the lack of funds to install appropriate and necessary sanitary facilities but there is some question as to the legality of this Commission expending revenues available to it for such facilities under the circumstances involved.

We will be very glad to discuss this matter with the Highway Department as soon as possible with the hope that some mutually satisfactory solution to the problem can be found.

copy to F—

Sincerely yours,

COPY
H. W. Schneider
Director

RECEIVED
AUG 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Forrest Cooper

Salem, Oregon
August 17, 1965

Mr. David G. Talbot
State Parks Superintendent

Regarding a letter of July 29 to Governor Hatfield from Judge S. J. Farris, Wallowa County Court, I am now asking that you investigate further and prepare a reply for the Governor's use and an explanation to bear Mr. Cooper's signature, directed to Warne Nunn. Copies of the Judge's letter of July 29 and the Governor's letter of August 11 are attached.

Please note Judge Farris' letter indicates that land adjacent to the old boat ramp may be available for use in construction of sanitary facilities. Since the pit latrines, which it is my understanding existed at one time at this point, were rejected by and removed at the request of the Sanitary Authority, I fail to see how this adjacent land will be of any particular help; however, an evaluation of this area for that use should be made.

I am preparing a note to Warne Nunn explaining that some further study will be necessary and a more definite reply will be available within the next two weeks.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

August 17, 1965

Mr. Warne Munn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Munn:

Please refer to Judge S. J. Farris' letter to Governor Hatfield under date of July 29 and also to the Governor's reply to Judge Farris under date of August 11.

This correspondence is in regard to requested sanitary facilities near the north end of Wallowa Lake at which point the Game Commission had at one time operated a boat launching ramp. The ramp was inactivated due to difficulties with sanitary facilities, which, it is our understanding, stemmed from the open soil characteristics and the fact that the City of Joseph draws its water from Wallowa Lake.

Judge Farris mentions the availability of some land adjacent to the boat launching area which might alter the sewage disposal problem and make it possible for the State Game Commission or others to reactivate the launching ramp.

About two weeks time will be required to make the necessary investigation of land availability and soil type. Further communication will follow.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
David G. Talbot

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 11, 1965

AUG 16 65

Judge S. J. Farris
Wallowa County Court
Enterprise, Oregon

Dear Judge Farris:

Your interest in writing to me concerning the problem of sanitary facilities at Wallowa Lake is very much appreciated. Certainly I join you in the hope that adequate facilities can be provided in order that the public can enjoy the boat ramp. I am asking both the Highway Commission and the Game Commission to give immediate review to this situation and to suggest to this office, possible solutions. In the meantime I have also asked the Parks Advisory Committee to make a first-hand observation at the time of their visit to Wallowa Lake.

Sincerely yours,

Governor

MOH:ns
cc: Mr. Forrest Cooper
Mr. P. W. Schneider

RECEIVED
AUG 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Forrest: Could you please check into this. It is hoped that one agency or the other can provide the necessary sanitary facilities. I would like to request that you contact Phil Schneider to arrange for discussions on this matter.
M. O. H.

COPY

COUNTY OF WALLOWA
STATE OF OREGON
ENTERPRISE

July 29, 1965

Governor Mark O. Hatfield
Salem, Oregon

Dear Governor Hatfield:

By recent order of the Department of Health, the boat launching facilities at the foot of Wallowa Lake are now closed. This was done because of the lack of sanitary facilities.

Several years ago the State Game Commission spent a considerable sum of money to provide a good boat launch ramp. This cannot be used now and the money has been wasted. The surrounding land is owned by the Associated Ditch Companies who have advised me that they would be glad to let any agency build sanitary facilities on their ground.

I recently wrote Mr. Schneider to request the game commission to build what is required and received the reply that he is out of funds. I seriously doubt this statement. Wallowa County needs this facility and we feel that either the game commission or the park commission should see that the boat ramp is available.

Very truly yours,

WALLOWA COUNTY COURT

S. J. Farris
Judge

SJF/mm

2-1113 Navys River (Iron) Project., 1963
Jonesville-Newport Hwy.
#5879

RECEIVED
JUN 15 1967
FOR FILING

2-1119
6879

June 14, 1967

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6879 awarded to Ross Bros. Construction, Inc., for construction of the Marys River (Wren) Bridge on the Corvallis-Newport Highway in Benton County was completed on May 4, 1967, and accepted by the Highway Commission on June 12, 1967.

Final payment in the amount of $3,759.78 will be released to the contractor after June 21, 1967. The total contract amount is $124,964.22 and no work was performed under forces account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Bourland Insurance Agency
1900 Fairgrounds Road, N.E.
Salem, Oregon 97303

Ross Bros. Construction, Inc.
399 Apple Blossom Avenue, North
Salem, Oregon 97303

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 14 1967
FOR FILING

2-1119

6879

June 12, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 4, 1967, on Contract No. 6879. The contract was with Rose Brothers Construction, Inc., and was for construction of the Marys River (Wren) Bridge on the Corvallis-Newport Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 12, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
R. D. Asburry

srb jw

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Marys River (Wren) Br.		WEEK ENDING: March 17, 1967
		SECTION PREFIX: 2-1119
HIGHWAY: Corvallis - Newport		COUNTY: Benton
NAME OF JOB: Marys River (Wren) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Ross Bros. Const. Company	CONTRACT NUMBER: 6879	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1966	DATE WORK STARTED: August 1, 1966	ESTIMATED COMPLETION DATE: March 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 7 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 240	CALENDAR DAYS USED: 230
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 96
PROJECT AUTHORIZATION: $ 174,911.62		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97
EXCLUSIVE OF ENGINEERING: $ 162,473.46	ENGINEERING AUTHORIZATION: $ 12,438.16	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 155,767.00	ENGINEERING COST TO DATE: $ 11,250.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 4.2 %	PERCENT OF AUTHORIZATION: 90 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

Routing: Morgan, Dexter, Bond, Barbue, Walker, Glenn, Swan, Litchfield, Olson, Pratt, Chadwick, Trout, Scott, Wilson

RECEIVED
MAR 20 1967
CONSTRUCTION DIVISION

EQUIPMENT USED DURING THE WEEK: Crane with Clam Shell

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1206A							
PERCENT	97							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Cloudy		0	
MONDAY 13	Cloudy		0	
TUESDAY 14	Rain		0	
WEDNESDAY 15	Cloudy		0	
THURSDAY 16	Rain		0	
FRIDAY 17	Rain		0	
SATURDAY				

BRIDGE DIVISION
MAR 20 1967
7,8,9,10,11,12,1,2,3,4,5,6 PM
J. N. GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	5 men forming lt. parapet rail,and endposts
TUESDAY	10 men stripping forms,general clean up. Finished forming lt. parapet rail &end posts. Erected pedestrian handrail on span 3.
WEDNESDAY	5 men poured lt. parapet rail & end posts , this completes pouring of concrete on structure. contractor erecting pedestrian handrail span 2. Contractor painting outside beams rt. side structure.
THURSDAY	5 men stripping forms on lt. parapet rail, finishing lt parapet rail. contractor finished erecting pedestrian handrail still has to grout in bases.
FRIDAY	5 men finishing pier 2, crane with clam shell putting in fill at bridge ends stage 1 const.
SATURDAY	No activity planned

REMARKS

Things to do to complete structure

Grout in bases of pedestrian rail
Remove tempory guard rail
Complete finishing & painting of structure
Install 8 inch drain pipe
Put streambed back to original condition around Pier 1&2

SIGNED Jack Davis LOCATION Corvallis

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
OCT 21 1966

3-1119
6814

October 20, 1966

Oregon State Highway Commission

Gentlemen:

The Marys River Bridge at Wren on the Corvallis-Newport Highway in Benton County is being replaced under State Contract No. 6879. This bridge was originally completed in 1927 as a cooperative project between Benton County and the State Highway Department with the County and State contributing $7,213 and $8,359, respectively, in the cost of the project.

The present contract requires the dismantling and matchmarking of the 100-foot steel pony truss span for State use. Benton County has requested that the State transfer this truss to the County without cost. Inasmuch as the State has no further use for this truss and because of the County's participation in the original cost, I recommend that the truss be turned over to the County without cost.

This matter will be on the agenda for your consideration at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
R. D. Asburry

IDM:mb bg

RECEIVED
OCT 21 1966

FOR FILING
2-1119

6879

5V 35

October 20, 1966

Mr. C. C. Hanson
County Engineer
Benton County Road Department
170 Avery Lane
Corvallis, Oregon 97330

Re: Marys River Bridge at Wren
Corvallis-Newport Highway
Bridge No. 1206A
Contract No. 6879

Dear Mr. Hanson:

Your letter of October 4 requests the State to turn over all rights of the State in the 100-foot pony truss span now being removed from the Marys River Bridge at Wren.

A favorable recommendation is being made to the Highway Commission that Benton County be given this truss at such time as the State has no further need for it. The matter will be on the agenda at the November 22 meeting of the Highway Commission and you will be notified immediately thereafter of Highway Commission action.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
Floyd Quary (enc.)
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison (enc.)
R. D. Asburry (enc.)
E. S. Hunter (enc.)

IDM:mb ja

BENTON COUNTY ROAD DEPARTMENT
TELEPHONE 752-4041
CURTIS C. HANSON, COUNTY ENGINEER
CORVALLIS, OREGON 97330
170 Avery Lane

4215
OCT 10 66

October 4, 1966

Mr. Forrest Cooper, State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

Recent inspection has shown that the timber bridge across Muddy Creek on Llewellyn Road, built sometime in the 1940's and partially rebuilt in 1955, is in poor shape and will have to be replaced soon.

This bridge can be replaced by the steel span across Marys River northwest of Wren presently being removed by the State Highway Department. This structure is somewhat narrow by present standards, but because of the low volume of traffic using Llewellyn Road, I think it will be satisfactory for at least 20 years.

Original construction of the steel span was a cooperative project with the County and State contributing $7,213.30 and $8,359.14 respectively.

With the above in mind, I am requesting the State Highway Department transfer all rights to the dismantled and match-marked structure at no cost to the County. It shall be understood that the County will, upon notice from the contractor that the steel is ready for moving, remove same from the limits of the contract.

Yours very truly,

C. C. Hanson

C. C. HANSON

CCH:eh

OCT 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
1966

FORM E-1282 DOH 4-62

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6879

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 19, 1966

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Pacific N.W. Bell Telephone Company Adjustment
(Reimbursable portion only)
Bunker Hill Rd.-Heppner Section
Heppner Highway • Morrow County
Contract No. 6879

NOTED
F. B. KLABOE

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of September 8, 1966, have been approved by the State. You were authorized to proceed with this work as of August 10, 1966.

Reimbursement for the work performed subsequent to August 10, 1966, in the amount of $2,217.00, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
A. F. Parson
L. C. Johnson
L. C. Smitton
J. W. Valentine

RECEIVED
SEP 21
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-1

RECEIVED
JUL 7 1966
COMMISSIONERS

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

21-1119

6179

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

July 6, 1966

Ross Bros. Construction, Inc.
399 Apple Blossom Avenue N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6179 for the following project:

Marys River (Mrm) Bridge on the Corvallis-Newport Highway in Benton County.

This award was based on your bid of $126,377.00 which was submitted to the Commission on June 30, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SLAC)
I. D. Merchant

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

Cancel
Bridges
Mar 0

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

May 26, 1966

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Merchant:

The following listed bridge projects transmitted to us by your letter dated May 12, 1966, have been examined.

1. Grande Ronde River Bridge
   Cove Highway, Union County
   Plan and Elevation Drawing No. 21699

2. Catherine Creek Bridge
   Grande Ronde-North Powder Highway, Union County
   Vicinity Map No. 21769

3. Catherine Creek Bridge
   Medical Springs Highway, Union County
   Vicinity Map Drawing No. 21770

4. Mt. Vernon Bridge Site
   John Day Highway, Grant County
   Vicinity Map No. 21738

5. Elmira Bridge Over Long Tom River
   Territorial Highway, Lane County
   Vicinity Map Drawing No. 21798

6. South Long Tom Overflow Channel
   Territorial Highway, Lane County
   Vicinity Map Drawing No. 21799

7. Mary's River Bridge
   Corvallis-Newport Highway, Benton County
   Vicinity Map No. 18710

NOTED
T. C. ROAKE

Construction of these projects should be done during the low water period in the summer months.

Water diversions such as channel changes should be done behind berms to keep siltation in the stream to a minimum.

Fish passage must be provided on all projects except items five and six.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc
A. F. Parson (2)
L. R. Chandler (2)
Ray Asburry (2)
P. Klaboe
L. H. Young
Frank Hall
F. D. Morgan
J. E. Morelock
Roy Stein

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 31 1966 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

NOTED
T. C. ROAKE

Canal
Bridge
Fee

RNC:bb

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

Section MARYS RIVER BRIDGE Highway CORVALLIS-NEWPORT (FAR 22) County BENTON

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____

Truck A.D.T. 173 Traffic Coefficient 8.6 18 kip s.a. per day 121.3.

Annual Precipitation 64" Frost Penetration - - - - - -.

(1)

Typical Soil

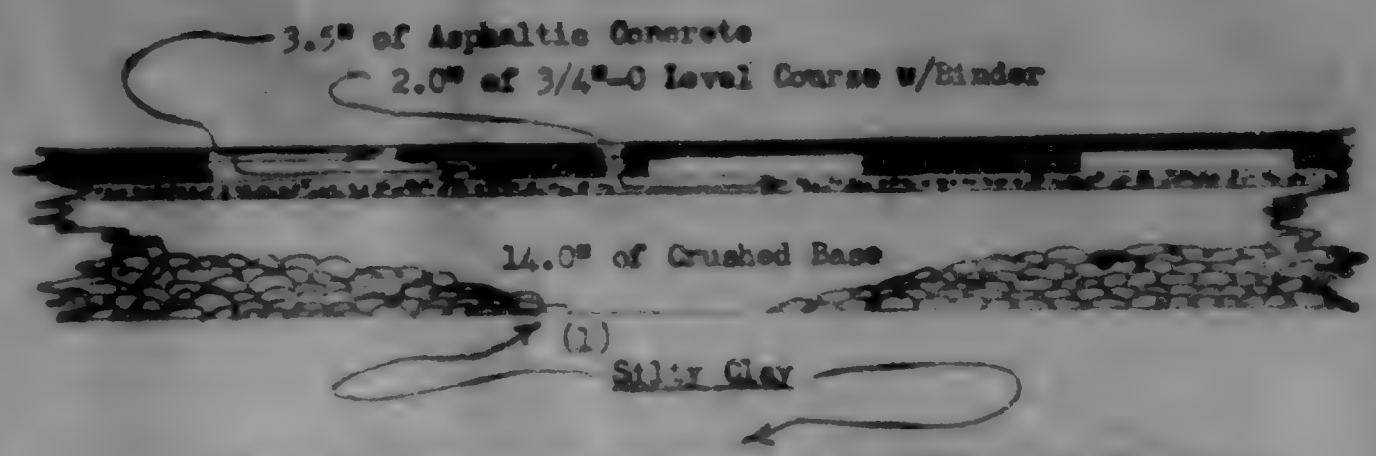
54 LL
13 PI
100 %P 10
78 %P200
0 %Gravel
1 % Sand
21 % Sand
39 %Silt
40 %Clay
24 "R" Value
(EXPANSION)

AASHO CLASSIFICATION:

A-7-5 (12)

MATERIAL SOURCES:

To be determined by the Engineer.



Should substitutions be made use the "CBR Total Requirement Column" to obtain thickness required and table below for values:

1.0"	Asphaltic Concrete	= 2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	= 1.83"	Crushed Base
1.0"	Oil Mat	= 1.1"	Crushed Base
1.0"	Stone Subbase (See Standard Specs) (and Supplementals)	= 0.2"	Crushed Base

CBR Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level Cr. Base
	14.0	14.0	Cr. Base
23.0	23.0	19.5	

FORFEITING

RECEIVED MAY 20 1966

NOTED F. L. KLARK

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Bridge Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

SECTION. MARYS RIVER BRIDGE

HIGHWAY CORVALLIS - NEWPORT

COUNTY BENTON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1600 (Total)

B. Future ADT 3000 (Total)

C. Mean ADT 2300 (Avg)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 (ADT Basis) (Logging)

G. Trucks (in one direction) (F) 15 % x (C) 2300 = 173

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 173 x (H) 100 % = 173

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.649

= 8.6

SECTION: MARYS RIVER BRIDGE

HIGHWAY: CORVALLIS - NEWPORT

COUNTY: BENTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a State Construction project.

RECEIVED
APR 29 1966
FOR FILING

Coast Bridges

FORM S-30 SSM 7-64 SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

SUBJECT: Proposed Highway Safety Improvement Projects

To: F. B. Klaboe
Assistant State Highway Engineer
B u i l d i n g

Transmitted, herewith, for your use in Safety Improvement Project programming are documentation data for the following projects:

Tualatin River Bridge Section, Beaverton-Tualatin Highway, Washington County.

Floras Creek Bridge Section, Oregon Coast Highway, Curry County.

John Day River (Stewarts) Bridge Section, John Day Highway, Grant County.

Elk Creek Bridge Section, Drain-Yoncalla Highway, Douglas County

Mt. Vernon Bridge Section, John Day Highway, Grant County

Mary's River Bridge Section, Corvallis-Newport Highway, Benton County.

Sucker Creek (Oswego) Bridge Section, Oswego Highway, Clackamas County.

The above listed projects are justified on the basis of engineering judgment.

L. E. George
Assistant Traffic Engineer

OBJ:djb

cc: Tom Edwards

RECEIVED
APR 30 1966
STATE HIGHWAY ENGINEER

Rec'd 5-3-66 asking for program

Mary's River Bridge Section

SAFETY IMPROVEMENT PROJECT

Date April, 1966 Highway Corvallis-Newport

Route No. FAP 22 Highway No. 33 M.P. 44.9 to M.P. _____

Urban ☐ Rural ☒

Accidents from 1-1-63 to 6-30-65 Average Daily Traffic 1550

Total Accidents 1 Persons Injured 2 Persons Killed 0 Accident Rate 0.71

Design Speed _____ No. Lanes 2 Parking no Type Terrain level

Alignment: Horz. 2° curve Vert. _____ Shoulders _____

Type of improvement Replace existing 18', 11" wide structure with new 40' wide structure.

Estimated cost of improvement: $ 150,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The existing narrow bridge constitutes a hazard and a location of high accident potential. The wider structure provided by this project should reduce the accident potential at this location.

RECEIVED
MAR 17 1966
Genl.
Bridge
Elec

STATE CONSTRUCTION PROJECTS

February 3, 1966

BRIDGES

Territorial Hwy #200
MP 18.72 Long Tom River #4050
1-17', 1-19', 2-29', 1-15 timber spans. HC 23'1"

Replace structure with 3-47' Prestressed slab spans on Steel H-Pile
5' sidewalk one side, 40' Roadway, and channel change $144,000.

MP 19.28 Long Tom Overflow #1700
18' - 19' PT spans. HC 22'6"

Replace structure with 12-29' Prestressed slab spans on concrete
pile bents, 40' Roadway, Type D curb and rail $215,000.

$359,000.

Newport Corvallis Hwy #33, U.S. Route #20
MP 44.90 Marys River Bridge #1206
4-19', 1-100' Steel Pony Truss, 4-19' spans. 18'11" H.C.

Replace structure with 190' of Prestressed concrete spans $145,000.

$504,000.

NOTED
TOM EDWARDS

RECEIVED
MAR 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

HWH:hl

RECEIVED
FEB 9 - 1966
FOR

STATE CONSTRUCTION PROJECTS

February 3, 1966

BRIDGES

Territorial Hwy #200
MP 18.72 Long Tom River #4050
1-17', 1-19', 2-29', 4-15 timber spans. HC 23'1"

Replace structure with 3-47' Prestressed slab spans on Steel H-Pile 5' sidewalk one side, 40' Roadway, and channel change $144,000.

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Newport Corvallis Hwy #33, U.S. Route #20
MP 44.90 Marys River Bridge #1206
4-19', 1-100' Steel Pony Truss, 4-19' spans. 18'11" H.C.

Replace structure with 190' of Prestressed concrete spans $145,000.

$504,000.

ROUTED FOR ESTIMATE

RECEIVED
FEB 1966
OFFICE OF

HWH:hl

3-3708 Clackamas R. State Rec. Area 1966

16880 [redacted]

RECEIVED
NOV 1 - 1968
FORM E-30 (12-67)
FOR FILING
3-3-704
6841

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1968

SUBJECT: Helver Plaque

To: David Talbot
State Parks Superintendent
OFFICE

I contacted the Oregon Brass Works regarding the status of the Helver Memorial Plaque. It has been cast, but still needs tooling and the final finish. The strike left them about four months behind on their work. Since the dedication had already been held, they did not consider the project as one of priority.

Current estimated date of completion is by Christmas (this year). The District 1 office will be notified.

Larry Jacobsen
Parks Planning Supervisor

LJ:sw

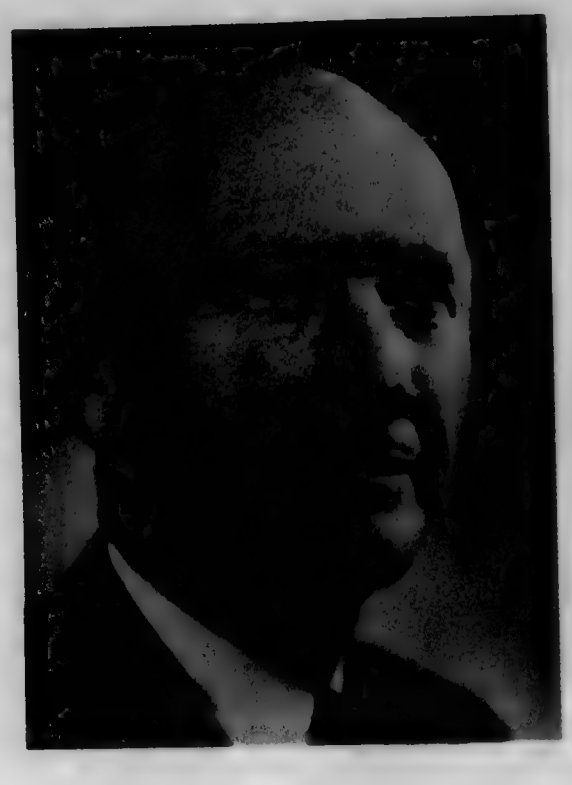
cc: Warren Gaskill
Frank Stiles

RECEIVED
JUN 7 - 1968
FOR FILING
3-3708
6880

MILO McIVER STATE PARK

Dedication Program

JUNE 7, 1968



Milo K. McIver, for whom this park is named, served on the State Highway Commission from 1950 to 1962, the last four years of his term as Commission Chairman. His foresight and understanding of highway and park needs of the future were instrumental in the development of a highway and park system in Oregon which is one of the nation's finest.

During Mr. McIver's tenure, Oregon's State Park system experienced considerable growth and development, with over 40 new areas acquired and a 240% increase in attendance from 3.6 million in 1950 to over 12.4 million in 1962. Overnight camping in Oregon's State Parks was initiated in 1952, and grew rapidly from 343 sites and 44,000 camper nights in the first year of this popular activity to 2,762 sites and 842,000 camper nights a decade later.

Milo K. McIver passed away on December 1, 1962. This beautiful park, with its pleasant views, swift-flowing waters, and peaceful meadows and timber lands is a fitting tribute to this quiet, unassuming man whose dedicated efforts have made our state a better place in which to live.

DEDICATION CEREMONIES-2:00 P.M. JUNE 7, 1968

Presiding: Glenn L. Jackson, Chairman
Oregon State Highway Commission

Invocation: Dr. Lansing Kempton
Trinity Episcopal Church, Portland

Introduction of guests and opening remarks:
Glenn L. Jackson

Dedication remarks: The Honorable Tom McCall
Governor

Milo McIver State Park, an 847-acre tract of woodlands and meadows bordering the Clackamas River for three miles just west of Estacada, was acquired by the State Highway Department for park purposes in 1965. Plans of the former owners to develop the property as a golf course and residential subdivision were readily adaptable to park development, since much of the riverside area had been cleared and access roads had been constructed.

Initial development for public recreation purposes included construction and paving of additional roads and parking areas, a service yard, and limited day-use facilities. Two modern bathhouses were constructed in the day-use area along the Clackamas River, and much of this area was planted to grass, creating a green, park-like atmosphere along the river bank. A scenic viewpoint and memorial area was also developed on higher ground above the river, providing an outstanding view of the Clackamas River Valley and Mt. Hood.

Future development plans include overnight camping facilities and expanded day-use opportunities for picnicking, hiking and nature trails, areas for field games and sports, group use areas, a swimming area along the river, and boat ramps for boaters and fishermen.

Milo McIver State Park, 30 miles from Portland, is within an hour's driving time of one-third of the State's population. Although the park has provided limited recreation during the past two and one-half years while facilities were under construction, it will be available for full public use and enjoyment for the first time in 1968. It is expected that the park will become one of the most popular in Oregon once it is fully developed, and will help meet the expanding outdoor recreation needs of this most populous region of the state.

NOTED
LLOYD P. SHAW

RECEIVED
JUN 7 - 1968
FOR FILING

3-3708

6880

6-7-68

THE MEMBERS OF
THE OREGON STATE HIGHWAY COMMISSION
INVITE YOU TO ATTEND

DEDICATION CEREMONIES
FOR
MILO McIVER STATE PARK

FOUR MILES WEST OF ESTACADA OFF HIGHWAY 211
FRIDAY, JUNE 7, AT 2:00 PM

THE MEMBERS OF
THE OREGON STATE HIGHWAY COMMISSION
INVITE YOU TO ATTEND

DEDICATION CEREMONIES

FOR

MILO McIVER STATE PARK

FOUR MILES WEST OF ESTACADA OFF HIGHWAY 211
FRIDAY, JUNE 7, AT 2:00 PM

RECEIVED
JUN 7 - 1968
FOR FILING
3-3708
6180

June 6, 1968

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
920 S. W. 6th Avenue
Portland, Oregon 97204

Dear Mr. Jackson:

Enclosed is a revised program format and suggested sequence of introductions for the McIver Park dedication. As usual, a last-minute revised list with those not present crossed out will be handed you just before the ceremony begins.

Please note that an "unveiling of the memorial plaque" section has been added as the last item on the program. This is a request of Mrs. McIver and I would suggest that following the Governor's remarks, you might say something to the effect that Governor McCall and Mrs. McIver will now unveil the McIver memorial plaque (a temporary plaster mold which will soon be replaced by a permanent bronze marker). We will suggest that Governor McCall read the inscription following the unveiling.

Sometime during the program, you might suggest to the audience that, while the park is far from being fully developed, persons are invited to tour the park and, for those who request it, a guide will take them around and describe future development plans, et cetera.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David Talbot

(Parks) fn

SUGGESTED PROGRAM FORMAT FOR MR. JACKSON'S USE

1. *INVOCATION*

Dr. Lansing Kempton, Trinity Episcopal Church, Portland

(Minister of church where McIver family belonged)

2. *INTRODUCTION OF GUESTS*

Members of the State Parks and Recreation Advisory Committee

Donald G. McGregor, Grants Pass, Vice Chairman

Ernie D. Fatland, Condon

P. M. Stephenson, Salem

Warren McMinimee, Tillamook

Members of the Clackamas County Legislative Delegation

Senator John Inskeep, Oregon City

Senator George Eivers, Milwaukie

Rep. Roger Martin, Lake Oswego

Rep. Leo M. Thornton, Milwaukie

Rep. Dale M. Harlan, Milwaukie

Members of the Legislative Interim Committee on Highways

Rep. Lee Johnson, Chairman, Portland

Senator Robert Elfstrom, Vice Chairman, Salem

Senator Andrew J. Naterlin, Newport

Senator Glenn Huston, Lebanon

Representative Norman Howard, Portland

Representative Paul Hanneman, Cloverdale

Representative Keith Skelton, Portland

Mr. Forrest Cooper, State Highway Engineer

Mr. Fred Hill, ~~Former~~ Member, Highway Commission

Mr. David Simpson, Former Member, Highway Commission

Mr. and Mrs. Douglas McIver and their children, Christopher, Malcolm, and Mary

Mrs. Milo McIver

3. *OPENING REMARKS BY MR. JACKSON*

4. *INTRODUCTION OF GOVERNOR McCALL*

5. *UNVEILING OF MEMORIAL PLAQUE* by Governor McCall and Mrs. McIver

At close of ceremony, might suggest that visitors drive around park; area still in rough form, improvement work just started, etc.

Special guides available.

RECEIVED
MAY 20 1968
FOR LEGISLATIVE
Theodora B. Bruce, Member
Portland

3-3708
6880

May 17, 1968

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor McCall:

We are attaching some material for your use in preparing your address for the Milo McIver State Park dedication on June 7.

If you wish anything additional, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David Talbot

LPS:ajw fn

Milo McIver State Park is located five miles northwest of Estacada in Clackamas County. It is about 30 miles from Portland and is easily accessible from most of the Portland metropolitan areas and the lower Willamette Valley via several routes.

The park fronts on the Clackamas River for over three miles and contains 847 acres of varied terrain, including large, level, grassy areas and scattered timber along the river; steep, tree-covered slopes; and a narrow bench of higher ground several hundred feet above the river. The riverside area presents a quiet, restful scene to park visitors, with open meadows interspersed with a variety of trees including fir, cedar, hemlock, oak, maple, alder, yew, and dogwood. Nearby rushes the clear, swift-flowing Clackamas River, forming a large horseshoe bend about mid-way in the property. The upper bench provides outstanding views of the lower park area and the Clackamas River Valley, and of the forested hills and mountains to the north and east, including Mt. St. Helens and Mt. Adams in Washington and the glistening white slopes of Mt. Hood, Oregon's highest peak.

This area, which was acquired under the State's program of providing park and recreation areas, was named Milo McIver State Park in honor of the former Highway Commissioner whose

efforts during his 12-year term on the State Highway Commission did much to place Oregon's parks and highway systems among the Nation's best.

Initial development by the State for public recreation purposes included improvement of the existing road and construction and paving of additional roads and parking areas, a maintenance yard and building, and providing day-use and sanitary facilities. Two modern bathhouses with water and sewage disposal systems have been constructed in the main day-use area along the Clackamas River, and much of this area has been planted to grass, creating a restful scene of green, tree-shaded lawns along the riverbank. A scenic viewpoint and memorial plaque area has also been developed on the high bench above the river, and landscaping of this area, as well as the park entrance and public buildings, will help to improve the natural beauty of the park for the enjoyment of visitors.

Although the park has provided limited recreational opportunities for the past two and one-half years while facilities were under construction, it will be available for full public use for the first time in 1968. Picnicking, bank fishing for salmon, steelhead, and trout, and enjoyment of the peaceful atmosphere and scenic views are the primary park attractions at the present time. Plans for future development call for an overnight campground with modern utility buildings and trailer hookups, and expanded

day-use opportunities including additional picnic areas, a hiking and fishermen's access trail along the river, hiking and nature trails on the wooded hillsides, improved areas for field games and sports, areas developed and set aside for group use, a beach and improved swimming area along the river, and boat ramps to provide river access for drift boaters and fishermen. It is expected that the park will become one of Oregon's most popular recreation areas when it is fully developed.

The many desirable features of Milo McIver State Park, including its size and large amount of usable terrain, three miles of frontage on an excellent recreational stream, and outstanding scenic qualities all combine to create a recreational area of regional interest and appeal. These factors, in addition to its location within an hour's driving time of one-third of the State's population, will enable the park to help meet one of Oregon's and the Nation's most critical outdoor recreation needs by providing recreational facilities and open space in close proximity to a major population center.

Milo McIver, a community leader in the Portland area for many years, was appointed to the State Highway Commission on April 1, 1950, and served in that body until March 31, 1962. He was chairman from April 1, 1958, until the termination of his service.

Milo McIver was a great lover of nature and an active proponent of parks and recreation for the present and future generations of our citizens. It was during his term on the

Highway Commission that many of the acquisitions and improvements of our existing state park system were accomplished and plans laid for continuing activities which are still being carried out. Although Mr. McIver is no longer with us, his ability and foresight will stand as a fitting memorial as we honor his memory today in the dedication of this lovely park to be enjoyed for all time by the citizens of Oregon and its guests.

We are honored today by the presence of Mr. McIver's widow, who has graciously consented to assist us in honoring his memory. She is accompanied by their son, Douglas, who can be justly proud of the accomplishments of his father. To them, I extend, as Governor of the State of Oregon, the thanks of our citizens and future citizens for Mr. McIver's contribution to better living in our state.

June 7, 1968

BIOGRAPHICAL DATA - MILO K. McIVER

I. Service on the State Highway Commission

Member, Oregon State Highway Commission from April 1, 1950, to March 31, 1962. Chairman, April 1, 1958, to March 31, 1962.

Appointed to the Commission by Governor McKay; served under three other Governors - Smith, Holmes, and Hatfield.

Other members of the Commission during his tenure were: Ben R. Chandler, Charles H. Reynolds, Robert E. Chessman, Kenneth N. Fridley, and Glenn L. Jackson.

His 12-year term of service is the longest of any commissioner to date, exceeding by a year and one-half that of Ben R. Chandler, a member from October 1, 1946, to March 31, 1957.

II. While McIver was on the Commission

Expenditures totaled $815,000,000 for work under the supervision of the State Highway Commission

957 miles of new highway were constructed.

Development of a National System of Interstate and Defense Highways was initiated; Oregon completed 244 miles of freeway under this program and had 112 more under construction (out of a total of 735 miles). Oregon lead the Nation in the percentage of Interstate Highway open to traffic.

The number of persons employed by the Highway Department increased from 2,800 to 3,700 during his 12-year term.

Forty-two state parks and waysides were acquired during the 1950-1962 period, increasing the number of state parks to 183 and the acreage of these areas to 64,689.

Attendance at Oregon's state parks increased 240 percent from 3,648,000 in 1950 to 12,413,000 in 1962.

Overnight camping was initiated in Oregon's state parks in 1952. In the succeeding decade, the number of campsites increased from 343 to 2,762, and overnight camping

attendance rose from 44,000 camper nights to 842,000 camper nights, a phenomenal 1,814 percent increase in 10 years.

The budget for capital outlay and operation and maintenance of the State Parks and Recreation Division increased from $766,400 in 1950 to $2,484,000 in 1962.

The State Parks and Recreation Advisory Committee was formed in 1957 to assist the Highway Commission and staff in developing programs and policies to meet the outdoor recreation needs of the public. Composed of nine members with extensive knowledge of recreation needs and problems in Oregon, the Committee performs a valuable function by representing the public viewpoint on many important issues concerning parks and recreation which come before the Parks and Recreation Division and the State Highway Commission.

The position of Recreation Director was created within the State Parks and Recreation Division in 1959 to assist local governmental agencies in developing programs to help meet local outdoor recreation needs.

A comprehensive study of nonurban parks and recreation was undertaken by the Parks and Recreation Division in 1960-62 to guide the development of park and recreation programs in Oregon to 1975. This study inventoried existing recreational resources throughout the state, made specific recommendations concerning future plans and programs of the State Parks and Recreation Division, and also indicated the role which federal and local governmental agencies and private enterprise should play in developing Oregon's vast and varied recreational resources for the best use and enjoyment of the State's residents and visitors. This study has subsequently been updated as required by the Bureau of Outdoor Recreation for State participation in the Land and Water Conservation Fund matching grant program.

III. Personal Background of McIver

Born in Lewiston, Idaho

Graduated from Washington State College (University); played football and basketball.

Had one son, Douglas D. McIver.

Former Positions:

President, Commerce Investment, Inc.
Chairman of the Board, White and Bolland, Inc., Seattle
Member of the Board, Puget Sound Title Insurance Co., Seattle
Member of the Board, Pacific Title Insurance Company, Portland
Member of the Arlington Club, Waverly Country Club, Rotary Club
Board Member, Portland Chamber of Commerce
Board of Trustees, Episcopal Diocese, and member of Trinity Episcopal Church
Lay Advisory Board member, St. Vincent Hospital, Portland
Board member, Pacific Northwest Bell Telephone Company
Member, Portland School District No. 1
President, Multnomah Athletic Club
President, Portland Rose Festival
President, Metropolitan Hotel Corporation, Sponsors of Hilton Hotel in Portland

RECEIVED
MAY 20 1968
FOR FILING

Foundation

Theodore B. Bruno, Member
Portland

3.370 P
6880

May 17, 1968

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power & Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

Here are some words that I hung together for your consideration in connection with the McIver Park dedication on June 7. I am also attaching a copy of some information prepared by our Parks Division.

I believe that from these two efforts, you can put together some suitable remarks.

If you wish anything further, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fa

Enc.

(Copy to Portland Office)

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David Talbot

The laws of Oregon give the State Highway Commission the authority and privilege to provide for its citizens a system of state parks and recreation facilities. This pleasant, if at times onerous, task has been taken very seriously by Highway Commissions over the years. The result, while not perfect as nothing in life is, is the best park system in the United States.

For many years, the Commissions were concerned over the lack of sufficient park space and facilities in the Portland metropolitan area. Acquisition and improvement of parks in the Columbia Gorge have continued for many years with many developed areas now available to the public, but overcrowding can rob these areas of much of their charm and overcrowding was a reality. At least one-third of the population of Oregon lives in a small area in and around Portland, making the problem acute.

Milo McIver, with whom I served on the Commission, was keenly aware of the need for a large addition to the park acreage in this area and often expressed the hope that such a setting could be found. By good fortune, the Highway Commission, at that time consisting of David B. Simpson, Kenneth N. Fridley, and myself, was given the

opportunity to acquire 847 acres of land along the beautiful Clackamas River, virtually in Portland's backyard. This seemed like a rare opportunity; in fact, the last opportunity to acquire a park of this magnitude, so the Highway Commission conferred with the local legislators, the Clackamas County Board of Commissioners, and others, all of whom gave enthusiastic approval to the plan. The decision was made to proceed and, today, we are gathered to dedicate this facility to the people of Oregon for use by its citizens and future generations and fittingly to honor the memory of Milo K. McIver, whose vision charted our course.

June 7, 1968

OREGON'S STATE PARK SYSTEM

Since Milo McIver was appointed to the State Highway Commission in 1950, the State Parks and Recreation Division has experienced a period of extensive growth and development. Sixty-nine new areas have been added to the state parks system during this period, bringing the total to 210 at present. The park acreage acquired since 1950, including new areas as well as additions to existing parks, is 18,906 acres, bringing the current acreage of Oregon's state parks to 74,659. The acquisition of land for state park purposes is a continuing program, and suitable new areas and additions are being acquired to help the State do its share to meet the rapidly growing demand for outdoor recreation areas and facilities in Oregon.

This demand is evidenced in the tremendous growth in attendance that has occurred at state parks in the past 18 years. Day-use attendance has risen from 3,648,000 in 1950 to 19,292,000 in 1967, a 429 percent increase. Overnight camping was not permitted in state parks until 1952, but the number of camper nights recorded has climbed from 44,000 the first year to 1,389,000 in 1967, an astronomical increase of 3,157 percent. It is estimated that park attendance will continue to increase in the foreseeable future, severely taxing the facilities and resources of the State Parks and Recreation Division as well as those of other agencies involved in outdoor recreation throughout the state.

In an effort to keep pace with the steady increase in demand for outdoor recreation facilities and services by Oregon's residents and visitors, the State has increased the number of developed parks from

less than 100 in 1950 to nearly 150 in 1968. Of the other 60 areas in the state parks system, more than 20 are programmed for future development to help meet anticipated increased needs in critical areas, while the remainder are maintained as scenic preserves along highways to protect the beauty of the State's roadsides for the enjoyment of motorists.

State park development in the past 18 years has included an expanding range of outdoor recreation facilities. Today, nearly 130 areas provide either day-use or overnight camping facilities, while another 20 areas are developed as viewpoints, historic sites, and geologic areas. This compares to about 95 developed areas in the early 1950's. All of the 130 developed parks provide picnic facilities, with a total of 6,140 sites. Forty-eight of these parks also provide a total of 3,765 overnight campsites, with 2,279 designated as tent spaces and 1,486 equipped with water, sewage, and electrical hookups for trailers. When overnight camping began in state parks in 1952, 25 parks offered a total of 343 sites, 20 of which provided trailer hookups.

In addition to picnicking and overnight camping, Oregon's state parks also provide a variety of other outdoor recreation facilities and services. The tremendous nationwide boom in boating is evident in Oregon with 75,000 pleasure boats registered at the present time. Thirty-one state parks provide boat-launching ramps and parking at a number of popular rivers, lakes, and reservoirs throughout the state. Marinas with concession buildings, boater's supplies, and dock space have recently been developed at The Cove Palisades State Park and Wallowa Lake State Park to meet a pressing need for such facilities at these heavily used areas. Hiking is also becoming more popular with

recreationists, and over 60 miles of trails are available in state parks, from level, paved footpaths to steep trails leading to mountain summits. Swimming is another popular activity, and over 60 developed parks provide opportunities for swimming in lakes, streams, or the ocean. New bathhouses or rest stations have been constructed at 13 parks with swimming areas in the past few years, and modern sanitary facilities have been provided at 10 other parks in addition to the utility buildings and rest stations constructed at 12 parks with new or expanded overnight campgrounds.

While the new rest stations, bathhouses, utility buildings, overnight campgrounds, picnic areas, and marinas and other boating facilities constitute the major developments at state parks in recent years, numerous other improvements are constantly being made at parks throughout the state. Included are improved roads and parking areas, entrance signs, new or improved water systems, sewage treatment plants and trailer holding-tank dumping stations, landscaping of buildings and signs, children's play areas, foot bridges, protective fencing, fish-cleaning buildings, and a variety of other improvements all designed to make Oregon's state parks safer, more comfortable, and more enjoyable places to visit.

As attendance continues to increase at state parks, so do the problems of maintenance and operation caused by greater numbers of park visitors. "Campground Full" signs have become more and more common at state parks in the past five years, especially on week ends and holidays. For every six people accommodated in 1967, one had to be turned away. Even with the addition of several hundred new campsites each year, the problem of turnaways continues to be a serious one.

Another problem which is particularly annoying to Oregonians seeking camping space is the large number of out-of-state vacationers utilizing state park facilities. "We can't get a camping spot because of those darn tourists" is a frequent complaint heard by park personnel. While this is a problem at some of the better-known parks, the number of out-of-state campers at all parks has averaged only a little more than half (53 percent) of the total number of camper nights recorded. This figure has remained fairly consistent during the past 15 years in spite of a sizable increase in the number of out-of-state visitors to Oregon.

Still another serious problem related to the increased use of state parks is that of vandalism. The number of reported acts at state parks in 1967 totaled 103, an 84 percent increase over the previous year. The cost of repairing or replacing damaged facilities was almost $8,500 in 1967, an increase of 111 percent over 1966. Even with such preventive measures as the design and construction of park facilities which are as "vandal-proof" as possible; light, bright, building interiors; regular maintenance and cleanup; full-time park attendants and night patrols; and closing hours and park entrance barriers, the number and cost of acts of vandalism have risen alarmingly in recent years. While this increase can be partially attributed to greater numbers of visitors, the decline in respect for public property and the perverted enjoyment which a few irresponsible people get from destroying park facilities are the major causes of this growing problem. It is hoped that the cooperation of the public in reporting offenders, stiffer penalties for those who are apprehended, and publicizing the fact that such acts are costing the taxpayers money which could be spent to provide badly needed recreation facilities will help to reduce the

problem of vandalism throughout the state. The education of young people in good outdoor manners and in their responsibility to protect our valuable outdoor recreational resources is the hope for the future. Until these measures can reverse the trend of the vandalism problem, the response of the State will continue to be the quick repair and replacement of damaged facilities so as to cause the majority of park users as little inconvenience as possible.

In an effort to provide park visitors with more information on attractions in the vicinity of the various parks and throughout the state, visitor information services have been expanded at many of the major state parks. Park brochures and handouts, information board displays, maps, interpretive signs and markers, and nature trails have been developed at a number of heavily used parks. Outdoor theatres are located at 14 parks where evening slide shows are presented nightly during the summer for the entertainment and education of park visitors. Attendance at the evening slide shows has steadily increased since they were started six years ago, with 145,000 people viewing the programs in 1967.

In addition to the acquisition, development, and operation and maintenance of recreation areas of statewide or regional significance, the Parks and Recreation Division is involved in a number of other programs which are helping the State to fulfill its obligations in the field of outdoor recreation. The State Recreation Director's office has expanded its assistance to the various cities and counties on such subjects as planning, financing, legislation, and facility design and layout. By aiding local governmental agencies in developing their own recreation programs, the State Recreation Director performs a valuable

service by helping these agencies meet outdoor recreation needs at the local level where the greatest demand exists.

Under the Land and Water Conservation Fund program, administered through the State Recreation Director's office, the State has been apportioned $3,177,000 since 1965 for use by State and local governmental agencies in acquiring and developing outdoor recreation areas. To date, $1,427,000 has been obligated for State acquisition and development projects, and the preparation of the Statewide Comprehensive Outdoor Plan. Another $504,000 has been obligated for local government acquisition and development projects. This federal money must be matched on a 50-50 basis by State and local governmental agencies.

The Third Edition of the Statewide Comprehensive Outdoor Recreation Plan was completed and published in 1967 under the direction of the State Recreation Director. The plan presents a comprehensive picture of the present and future outdoor recreation supply, demand, and needs in Oregon, and details an action program to meet these needs. It is required by the Bureau of Outdoor Recreation before a state is eligible to receive money from the Land and Water Conservation Fund and must be continually revised and updated to reflect changing conditions in the fast-growing field of outdoor recreation. Oregon's plan has been approved to November 1, 1969.

Two important bills affecting outdoor recreation in Oregon were passed by the 1967 Legislature and signed into law by Governor Tom McCall. One bill established a Willamette River Park System extending from Dexter Reservoir southeast of Eugene along the main stem of the Willamette River to its confluence with the Columbia River north of Portland. Under the provisions of this bill, $800,000 was appropriated from State Highway

funds for matching grants to local governmental agencies for acquisition of recreational lands along the Willamette River. A special agreement recently concluded with the Federal Government provides an additional $1,600,000 for matching acquisition grants along the river, with $1,000,000 coming from the Secretary of the Interior's Contingency Reserve and $600,000 from the State's regular Land and Water Conservation Fund apportionment. The Director of the Willamette River Park System, Mr. George W. Churchill, is working with a special citizens' committee appointed by Governor McCall to develop a comprehensive plan for the acquisition and development of recreation sites along the river and the preservation of the scenic qualities of this relatively unspoiled area which offers so much potential for the future of recreation in Oregon.

Also adopted as law in 1967 was the "Beach Bill", which protects the public's rights to the free and uninterrupted use of Oregon's ocean beaches. This bill specifies that no person shall erect, make, or place any structure or improvement on any property along the Pacific Ocean located between extreme low tide and the elevation of 16 feet following natural contour lines without the permission of the State Highway Commission. Anyone wishing to make such an improvement must request a permit from the Highway Department after which a hearing may be held. The State Highway Engineer then makes a decision on whether or not the permit should be granted. To date, three permits have been requested, with one granted, one denied, and one under consideration.

In addition to protecting the public's rights to the ocean beaches, the State is also acquiring small tracts of land at key areas along the coast to insure public access to these beaches. Seven areas

totaling 93 acres have been acquired recently under this program, with several more currently under negotiation. Of the developed state parks along the coast, 30 provide access to the beach, while an additional 12 parks scheduled for future development, including the 7 new areas previously mentioned, will also provide public access to one of Oregon's outstanding recreational features, its ocean beaches.

The Parks Historian has continued to expand the various phases of the historical program, including the investigation of historic sites to determine their suitability as potential state parks; preparation of brochures and other interpretive materials; cooperation with other agencies in special studies; and consultation with local historical groups. It is hoped that Oregon's rich historical heritage can be better interpreted through the efforts of the Parks Historian.

It is readily apparent that outdoor recreation in Oregon is becoming more popular each year. As attendance continues to rise, it becomes more difficult to provide sufficient facilities to meet the growing demand. In cooperation with federal and local governmental agencies and private enterprise, the State is increasing its planning, acquisition, and development programs in order to continue to provide excellent outdoor recreation facilities and services for Oregon's residents and visitors, now and in the future.

RECEIVED
MAY 27 1968
FORM E-30X—60M—7-66
FOR FILING

3.3708
1170

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1968

SUBJECT: McIver Dedication

To:

MEMO TO THE FILES

On May 14 I spoke with Mrs. McIver on several subjects.

1. I'm not sure whether the Oregon Brass Works or Mrs. McIver talked the other into not using the rough plaque for the dedication as Larry Jacobson stated in his memo of May 13. However, Mrs. McIver asked my opinion and I again said that the rough plaque should be used. She said, "O.K., please call the Brass Works and so inform them."

So, at this point, the rough plaque is to be used. Later in the day, Jacobson called the Brass Works, and they agreed and indicated that they would make a special effort to have the plaque in a better than rough condition.

2. Mrs. McIver was still preparing her list of invitiations and wasn't sure how many we could handle. I said in so many words, it was her show and if she would just send us a list, we would make the necessary arrangements. It is possible that she may wish to invite as many as 100 people. The list should be here at the end of this week.

3. Mrs. McIver stressed again that she did not wish to speak at the dedication.

4. I asked Mrs. McIver about the unveiling of the plaque. Since it is going to be in a rough form, it might be best to have it unveiled throughout and no unveiling ceremony take place. She agreed. Depending upon the quality of the plaque (referring to Mr. Jacobson's conversation with the Brass Works people) it might be possible to rearrange this at the last minute.

David G. Talbot
State Parks Superintendent

NOTED
LLOYD P. SHAW

RECEIVED
MAY 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DGT:al

cc: L. P. Shaw
R. I. McCosh
L. B. Jacobson
V. D. Wolfe
H. W. Luckett
W. H. Caskill

RECEIVED
MAY 24 1968
FOR FILING
3.3708
6440

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 13, 1968

SUBJECT: McIver Memorial Plaque

To: David G. Talbot
State Parks Superintendent
OFFICE

I talked with Mr. Jack Dreisner, Oregon Brass Works, on the telephone this morning. The Union is still out on strike, with no word as to when a possible settlement may be reached.

Mr. Dreisner and Mrs. McIver talked this morning in regard to the problem. All possibilities have been exhausted in an attempt to get somebody else to finish the plaque. Mrs. McIver even talked of bringing Mr. Fairbanks to Portland to do the work. However, they agreed that even if he did come, it is unlikely that he could accomplish much. Apparently, it takes a special craftsman on a job of this nature.

Mrs. McIver looked at the plaque in its present condition and stated that it should not be used, even on a temporary basis.

No alternative solutions were arrived at. Good luck.

LJ

Larry Jacobson
Parks Planning Supervisor

LJ:sw

NOTED
LLOYD P. SHAW

NOTED
LLOYD P. SHAW

MAY 9 - 1968
FOR FILING
3-3708
148C

Salem, Oregon
May 9, 1968

Mr. Forrest Cooper
State Highway Engineer

Milo McIver State
Park Dedication

We have assumed that Governor McCall will speak on Milo McIver and that Glenn Jackson will speak in regard to the State Parks System.

The attached information sheets may be of interest to the two speakers. Will you please have this material directed to them.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments
cc R. L. Porter
David G. Talbot

(Gov.)

McIver

ographical Data - Milo K. McIv

I. Service on the State Highway Commission

Member, Oregon State Highway Commission from April 1, 1950 to March 31, 1962.

Chairman, April 1, 1958 to March 31, 1962.

Appointed to the Commission by Governor McKay; served under three other Governors--Smith, Holmes, and Hatfield.

Other members of the Commission during his tenure were Ben R. Chandler, Charles H. Reynolds, Robert E. Chessman, Kenneth M. Fridley, and Glenn L. Jackson.

His 12-year term of service is the longest of any commissioner to date, exceeding by a year and one-half that of Ben R. Chandler, a member from October 1, 1946 to March 31, 1957.

II. While McIver was on the Commission

Expenditures totaled $815,000,000 for work under the supervision of the State Highway Commission.

957 miles of new highway were constructed.

Development of a national system of Interstate and Defense Highways was initiated; Oregon completed 244 miles of Freeway under this program, and had 112 more under construction (out of a total of 735 miles), and led the Nation in the percentage of Interstate Highway open to traffic.

The number of persons employed by the Highway Department increased from 2,800 to 3,700 during his 12-year term.

42 new State Parks and Waysides were acquired during the 1950-1962 period, increasing the number of state parks to 183 and the acreage of these areas to 64,689.

Attendance at Oregon's state parks increased 240%, from 3,648,000 in 1950 to 12,413,000 in 1962.

Overnight camping was initiated in Oregon's state parks in 1952. In the succeeding decade, the number of camp sites increased from 343 to 2,762, and overnight camping attendance rose from 44,000 camper nights to 842,000 camper nights, a phenomenal 1,814% increase in 10 years.

The budget for capital outlay and operation and maintenance of the State Parks and Recreation Division increased from $766,400 in 1950 to $2,484,000 in 1962.

The State Parks and Recreation Advisory Committee was formed in 1957 to assist the ~~State Parks~~ Highway Commission and staff in developing programs and policies which best meet the outdoor recreation needs of the public. Composed of ~~six~~ (now nine) members with extensive knowledge of recreation needs and problems in Oregon, the Committee performs a valuable function by representing the public viewpoint on many important issues concerning parks and recreation which come before the Parks and Recreation Division and the State Highway Commission.

The position of Recreation Director was created within the State Parks and Recreation Division in 1959 to assist local government agencies in developing programs to help meet local outdoor recreation needs.

A comprehensive study of non-urban parks and recreation was undertaken by the Parks and Recreation Division in 1960-1962 to guide the development of park and recreation programs in Oregon to 1975. This study inventoried existing recreational resources throughout the State, made specific recommendations concerning future plans and programs of the State Parks and Recreation Divisior, and also indicated the role which federal and local

government agencies and private enterprise should play in developing Oregon's vast and varied recreational resources for the best use and enjoyment of the State's residents and visitors. This study has subsequently been updated as required by the Bureau of Outdoor Recreation for state participation in the Land and Water Conservation Fund matching grant program.

III. Personal Background of Milo McIver

Born in Lewiston, Idaho

Graduated from Washington State College (University); played football and basketball.

Had one son, Douglas D. McIver

Former Positions:

President, Commerce Investment, Inc.
Chairman of the Board, White and Bolland, Inc., Seattle
Member of the Board, Puget Sound Title Insurance Co., Seattle
Member of the Board, Pacific Title Insurance Company, Portland
Member of the Arlington Club, Waverly Country Club, Rotary Club
Board member, Portland Chamber of Commerce
Board of Trustees, Episcopal Diocese, and member of Trinity Episcopal Church
Lay Advisory Board member, St. Vincent Hospital, Portland
Board member, Pacific Northwest Bell Telephone Company
Member, Portland School District No. 1
President, Multnomah Athletic Club
President, Portland Rose Festival
President, Metropolitan Hotel Corporation, Sponsors of Hilton Hotel in Portland

RBT:aw
4/30/68

(Gov)
Mc Park

Milo McIver State Park

Milo McIver State Park is located five road miles northwest of Estacada in Clackamas County. It is about 30 miles from Portland and is easily accessible from most of the Portland metropolitan area and the lower Willamette Valley via several routes.

The park fronts on the Clackamas River for over three miles and contains 847 acres of varied terrain, including large, level, grassy areas and scattered timber along the river; steep, tree-covered slopes; and a narrow bench of higher ground several hundred feet above the river. The riverside area presents a quiet, restful scene to park visitors, with open meadows interspersed with a variety of trees including fir, cedar, hemlock, oak, maple, alder, yew, and dogwood. Nearby, the clear, swift-flowing Clackamas River rushes by, forming a large horseshoe bend about midway in the property. The upper bench provides outstanding views of the lower park area and the Clackamas River Valley, and of the forested hills and mountains to the north and east, including Mt. St. Helens and Mt. Adams in Washington and the glistening white slopes of Mt. Hood, Oregon's highest peak.

The property first became available for park purposes in March, 1965, when it was offered to the State by the former owner, Barney Lucas. A thorough investigation and analysis of the proposed site by the State ~~Parks staff~~, including meetings with Clackamas County officials, resulted in a favorable decision on the suitability of the area as a potential state park. The 847-acre tract was acquired by the State Highway ~~Department's Parks and Recreation Division~~ Commission late in 1965 at a cost of $255,000. It was subsequently named Milo McIver State Park in honor of the former Highway Commissioner whose ~~devoted~~ efforts during his 12-year term on the State Highway Commission did much to place Oregon's parks and highway systems among the Nation's best.

Plans of the former owner to develop the property as a golf course and residential subdivision were readily adaptable to park development, since much of the riverside area had been cleared and graded, and an access road had been

partially constructed to one of the potential use areas of the site. Initial development by the State for public recreation purposes included improvement of the existing road and construction and paving of additional roads and parking areas, a maintenance yard and building, and providing day-use and sanitary facilities. Two modern bathhouses with water and sewage disposal systems were constructed in the main day-use area along the Clackamas River, and much of this area was planted to grass, creating a restful scene of green, tree-shaded lawns along the river bank. A scenic viewpoint and memorial plaque area was also developed on the high bench above the river, and landscaping of this area, as well as the park entrance and public buildings, will help to improve the natural beauty of the park for the enjoyment of visitors. The total cost to date for the development of park facilities is $393,000 bringing the State's investment in this park to $648,000.

Although the park has provided limited recreational opportunities for the past two and one-half years while facilities were under construction, it will be available for full public use for the first time in 1968. Picnicking, bank fishing for salmon, steelhead, and trout, and enjoyment of the peaceful atmosphere and scenic views are the primary park attractions at the present time. Plans for future development call for an overnight campground with modern utility buildings and trailer hookups, and expanded day-use opportunities including additional picnic areas, a hiking and fishermen's access trail along the river, hiking and nature trails on the wooded hillsides, improved areas for field games and sports, areas developed and set aside for group use, a beach and improved swimming area along the river, and boat ramps to provide river access for drift boaters and fishermen. It is expected that the park will become one of Oregon's most popular recreation areas when it is fully developed.

The many desirable features of Milo McIver State Park, including its size and large amount of useable terrain, ~~good highway access~~, three miles of frontage on an excellent recreational stream, and outstanding scenic qualities all combine to create a recreational area of regional interest and appeal. These factors,

in addition to its location within an hour's driving time of one-third of the State's population, will enable the park to help meet one of Oregon's and the Nation's most critical outdoor recreation needs by providing recreational facilities and open space in close proximity to a major population center. It is fitting that this area, which will provide recreational opportunities for so many people, be named for a man who devoted many years of service to the betterment of our State.

RBT: av
4/30/68

RECEIVED
MAY 10 1968
FORM E-3021—60M—7-68

FOR FILING
F-3764
6140

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1968

SUBJECT:

McIver State Park

To:

MEMO TO FILES

On May 7 I phoned Mrs. McIver to discuss several details regarding the dedication program scheduled for June 7.

She was aware of the strike at Oregon Brass Works, had viewed the plaque in its raw state, and was not at all pleased with its appearance. She was going to try to get Mr. Fairbanks to fly out from Salt Lake City and finish the job himself. She agreed with our conclusions that, under the circumstances, the best approach would be to use the raw plaque for the dedication and then have it properly finished at a later date.

Mrs. McIver stated emphatically that she did not wish to make any statements whatsoever as a part of the program at the dedication. This means that there will be only three speakers, the minister for the invocation, Mr. Jackson for introductions and general comments, and the Governor for the main address.

Mrs. McIver wishes the invocation to be delivered by Dr. Lansing Kempton, Trinity Episcopal Church, 19th and Everett, N.E., Portland. Mrs. McIver will see Dr. Kempton about this matter personally and we are to follow up with a letter sometime during the week of May 13-17.

Mrs. McIver stated that she would be sending in her list of persons to be invited, in a day or so.

David G. Talbot
State Parks Superintendent

DGT:al

cc: L. P. Shaw
V. W. Wolfe
W. H. Gaskill

NOTED
LLOYD P. SHAW

RECEIVED
MAY 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 7 = 1968
FOR FILING
3-3708
6880

Salem, Oregon
May 7, 1968

Mr. Forrest Cooper
State Highway Engineer

McIver Park Dedication

It now appears that the bronze plaque showing Hilo McIver's likeness will not be completed in time for the June 7 date. A strike of bronze and brass workers at the Portland plant which is making the plaque shows no indication of when some accord might be reached.

We propose to use the partially completed plaque for a token installation at the ceremony. It would then be returned to the foundry for completion as promptly as possible.

You may wish to advise the Governor and Mr. Jackson of this turn of events.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter
Victor D. Wolfe
David G. Talbot

Plan 3

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MAY 7 - 1968
FOR FILING

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6880

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1968

To: THE FILE

SUBJECT: Bronze Plaque
Milo McIver State Park

Oregon Brass Works has informed us that due to a strike, the bronze plaque will not be available for some indefinite period of time - - until the strike is settled.

They will call Mr. Luckett immediately when the plaque is available.

We are going ahead with the rock work and will leave an indented area for the plaque.

WG

Warren Gaskill
Chief of Field Operations

WG:bt

cc: David Talbot

3-3708
1441

April 22, 1968

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor McCall:

This is to confirm recent discussions between Keesler Cannon of your staff and David Talbot of the State Parks and Recreation Division regarding your willingness to be the speaker at the dedication of Milo McIver State Park on Friday, June 7, at 2 p.m.

The relatively brief program will consist of introductions and comments by Cleon L. Jackson and comments by Mrs. Milo McIver, to be followed by your remarks. We will supply you with material about the park and Mr. McIver for your possible use. The final part of the program will be the unveiling of the McIver plaque by you and Mrs. McIver.

We are very pleased that you will be able to join the Highway Commission and others in the dedication of this new park which we believe will become one of the most popular in our entire system.

Other dignitaries to be seated on the platform include members of the State Parks and Recreation Advisory Committee, the Legislative Highway Interim Committee, and the Clackamas County legislative delegation.

Should you have any personal wishes regarding any of these arrangements, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot

RECEIVED
APR 23 1968
FOR FILE
3-3708
6880

April 22, 1968

Mrs. Milo McIver
1265 S. W. Davenport Street
Portland, Oregon 97201

Dear Mrs. McIver:

As you know, the Oregon State Highway Commission is planning to officially dedicate Milo McIver State Park, Friday, June 7, at 2 p.m.

Our tentative program includes an invocation, introduction of persons on the platform, brief remarks by Chairman Glenn L. Jackson, comments by you, and the principal presentation by Governor Tom McCall. The final activity will be the unveiling of the plaque by Governor McCall and you.

Other persons to be seated on the platform would be the members of your immediate family, representatives of the State Parks and Recreation Advisory Committee, the Highway Interim Committee, and the Clackamas County legislative delegation.

We will be sending printed invitations to interested persons and groups, and we would appreciate your supplying us with the names and addresses of those whom you wish invited.

I hope that these preliminary arrangements are satisfactory and that you will let us know of any suggestions or ideas you may have.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot

DGT:al fn

RECEIVED
FEB 9 - 1968

3-3708
6880

February 8, 1968

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

The State Parks and Recreation staff has contacted Mrs. Malver in regard to the June 7 date for the unveiling of the commemorative plaque at Milo Malver State Park. She is agreeable to the June 7 date and, barring failure of her artist to provide the plaque before that time, there are no apparent problems.

We will advise Mrs. Malver that preparations will be oriented toward the first Friday in June at 2:00 p.m.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot
L. W. Rulien

LPS:ajw jos

Reply

FORM S-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
Prof. Plans

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 25, 1968

Can How about Friday June 7

.6704

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power & Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

Mrs. McIver has suggested a dedication of the Milo McIver State Park with an unveiling of the plaque commemorating her late husband.

It would appear that the most appropriate time for this ceremony would be in the month of June. While I realize this is some time in the future, I would appreciate it if you could give me a date so that the necessary plans and arrangements can be made.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

Portland

RECEIVED
FEB - 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
D. TALBOT

MRS. MILO K. McIVER
1265 S. W. DAVENPORT STREET, PORTLAND, OREGON 97201

January 20, 1968.

Dear Mr. Talbot.

I apologize for not writing you sooner but I kept thinking I would have something to report to you about the progress Mr. Fairbanks was making with Mr. McDonald plaque but I had had no word from him since early September when I went to Salt Lake city to view his work. At that time it was already to be cast. as I had had no word from him altho I had written him I called him a week ago and he informed

me it would soon be finished
and it would be ready any time
the Highway Department wanted
it. Artists, sometimes, are not too
dependable on a set time. I think
it might be well if you would
write me a letter giving a
date when you would want the
plaque so that it could be
placed well in advance of the
time of dedication and giving a
"dead line". A letter which I can
forward to him.

I was well impressed with
his work and he is recognized as
a man of great skill and talent.
and I feel that the department staff

MRS. MILO K. McIVER
1265 S. W. DAVENPORT STREET, PORTLAND, OREGON 97201

who know Mr. McIver will be
pleased with the likeness.
And I know that whatever plans
your staff and you make for the placing
of the plaque will be agreeable to
me.

Yours truly
Edsie D. McIver.

RECEIVED
FEB 14 1968
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1968

SUBJECT: Dedication
Milo McIver State Park

To: David G. Talbot
State Parks Superintendent

OFFICE

I talked with Mrs. McIver on the telephone today and was informed that she is agreeable to the tentative dedication date of Friday, June 7, 1968, which Mr. Shaw is suggesting to the Highway Commission.

She said she would write to the sculptor, Mr. Fairbanks and inform him that we need the plaque in early March. She will have the plaque sent to her and inform you when it arrives.

So far as arrangements for the preparation of the memorial area, park entrance signs, fencing at the viewpoint bluff, rock work, etc. we expect to be ready.

Richard I. McCosh, Assistant
State Parks Superintendent

RIM:bt

cc: Lloyd Shaw
L. V. Koons
Warren Gaskill
Art Burt
Harry Luckett
Larry Jacobson

NOTED
LLOYD P. SHAW

RECEIVED
FEB - 1968
OFFICE OF
STATE PARKS SUPER

RECEIVED
AUG 31 1967
FOR FILING

FORM E-30X—50M—7-66

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6880

SP°23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 28, 1967

To: Mr. G. E. Rohde
Chief Counsel
Office

SUBJECT: Check of Park Boundary
Lucas 38375

You may recall that the closing of the Lucas file was complicated at the end due to the discrepancy of his south boundary. The deeded boundary extended several feet beyond an old fence which Lucas contended was his south boundary placing in dispute a small 2.2 acre tract. As a result and upon request of Lucas, the Commission agreed to relieve Lucas from his warranty of title as to this area.

The matter was submitted to the Division Office (by the Parks Department) for the purpose of making a survey to determine if we should accept the old fence line. The alternatives being that we either accept the old fence line and thus reduce the area of the park or by negotiations with the abutting owner and/or suit perfect the title to the deeded line.

Mr. L. W. Rulien's report together with maps, deeds and field notes were submitted to Lloyd P. Shaw on January 17, 1967. Mr. Rulien concurs with the findings of Lowell A. Johnston, Resident Engineer, as set forth on pages 2 and 3 of his letter of January 12, 1967. Mr. Johnston concludes that we should recognize the existing fence line as the true boundary and that legal action is not justified to recover this amount of property.

Mr. Shaw made a direct request to me as has been done in the past in most matters involving title problems, asking that I review the deeds, maps and field notes to determine if there was legal justification for this conclusion. Mr. Johnston's survey was thorough and there are numerous matters to review and consider. Due to other pressing work, and since this had a low priority I have been unable to make this review.

I assume that you will want to assign this task to another attorney for handling or make some other disposition of it.

JAMES R. KUHN
Staff Attorney

JRK:djg
cc: Mr. Lloyd Shaw
Mr. A. J. Viducich

Copy to Kuhn 8-31-67

Salem, Oregon
March 21, 1967

Resolution

Mr. G.E. Rohde
Chief Counsel

B U I L D I N G

At the July 14 meeting, the Commission designated an area of park land in Clackamas County as the "McIver State Park." Attached is the resolution covering this action.

Mrs. McIver has now requested that this park be named the "Milo McIver State Park."

Would you please have a resolution prepared changing the previous resolution. Six copies are sufficient. It should be designated as "State Park Resolution No. 3-4y" and will be included as part of the March 14 Commission minutes.

If you have any questions, please contact Mr. Shaw.

Floyd Query, Secretary

fkn
Attachment

cc Lloyd Shaw
David Talbot

RECEIVED
APR 12 1967
FOR FILING

3/14/67

3-15-67

NOA

Floyd —

Lloyd Shaw tel- requesting that we add an NOA item yesterdays meeting as follows:

Comm. approved changing the name of McIver state Park in Clack. Co. to

Milo McIver State Park

Ceeth.

P.S.

I told Fran —

FILED
COPY

RECEIVED
APR 3 - 1967
FOR FILING

Salem, Oregon
March 2, 1967

Mr. Forrest Cooper
State Highway Engineer

Please refer to my letter of February 24 that mentions Mrs. McIver's February 9 communication with Mr. Talbot in which she expresses a desire that McIver State Park be named Milo McIver State Park.

The attached undated note, directed to Mr. Talbot and received February 27, again reiterates her desire without making a demand that the name be changed.

This is for your information and possibly for discussion with the Commissioners.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc R. L. Porter
David G. Talbot

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1967

To: Mr. Forrest Cooper
State Highway Engineer

SUBJECT: McIver State Park
McIver Memorial
Clackamas County

Mrs. McIver, in a February 9 letter to David Talbot, State Parks Superintendent, brought us up to date in regard to the McIver Memorial plaque.

Mr. Avard Fairbanks, the artist who is doing the relief which will be part of the memorial, had advised Mrs. McIver that he was "coming along nicely". She suggested in her letter to Mr. Talbot, that Mr. Fairbanks view the site where the memorial is to be placed in the near future.

Mrs. McIver also suggested that the name of the park be made "The Milo McIver Park", rather than McIver Park. She made this as a suggestion, not as a direct request.

Mr. Talbot, in his reply to her letter, told her of the Highway Commission's July 14, 1966 action, which established the name McIver State Park. He forwarded a copy of his letter to me for Department information.

You may wish to discuss this with the Commissioners.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter
David G. Talbot

NOTED
FORREST COOPER

NOTED
D. TALBOT

Mrs. Milo McIver
1265 S. W. Davenport Street, Portland, Oregon 97201

Mr. David B. Talbot
State Parks Supt.

Dear Mr. Talbot.

Thank you for your letter of February 20th and for the design of the area where the plaque is to be placed.

It was merely a suggestion to designate the park as the Milo McIver State Park instead of the "Milo McIver State Park" and if the department do not think it wise to change - I would certainly understand.

Thank you for your letter

I will mail the check [illegible]
on to Dr. Fairbanks. He, I know,
will be most cooperative with
any of your plans.

Yours truly -

Elsie D. McIver.

RECEIVED
[illegible]7 1957
STATE PARKS
DEPARTMENT

FORM B-30 9CM 10-63

FOR FILING
3-3708
6886

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1967

SUBJECT:
Park Dedications
Ontario and McIver State Parks

To:
Mr. Richard I. McCosh
Assistant State Parks Superintendent
O F F I C E

This is to confirm our conversation today regarding the above projects.

1. Begin preparations now for the official dedication of the Ontario area sometime in April or May. Advise field force so that they can accelerate cleanup, etc. Consider needs for formal dedication, to include Highway Commission, speakers' stand, P. A. system, seating, program, etc. Stiles could check with the city to see if any of the above items might be supplied by them.

2. Check with Riesland about progress at McIver. Plan to dedicate formally sometime in 1967, hopefully in the summer or fall. Advise me of status.

3. Keep me informed of progress, proglems, etc.

David G. Talbot
State Parks Superintendent

DGT:al
CC: L. P. Shaw
L. V. Koons
W. H. Gaskill
A. M. Burt
F. D. Stiles
L. B. Jacobson
H. W. Luckett

FILED
OFFICE OF
STATE PARKS SUPERINTENDENT

RECEIVED
DEC 4 - 1968
FORM E-BOX—SOM—7-66

FOR FILING

3.376 V
6 x 40

SP*23657-734

RECEIVED
DEC 27 1966
OFFICE OF
STATE [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1966

SUBJECT McIver Memorial

To: Mr. David Talbot
State Parks Superintendent
O F F I C E

As you requested, I met Mrs. McIver at her home on December 20 to discuss with her the employment of Dr. Justin Fairbanks of the University of North Dakota, whom she has commissioned to develop a bas-relief sculpture of her late husband for the subject project.

For my part, I endeavored to familiarize Dr. Fairbanks with the park and the proposed location, showing him a sketch of the proposed development plan. This was enthusiastically received by him. No comment from Mrs. McIver. Generally, the concept of orienting the plaque towards the view, with a secondary viewpoint for viewing Mt. Hood seemed acceptable. Beyond this, I became simply an observer.

Dr. Fairbanks showed pictures of his works; and the proposed sculpture was discussed as to which view (that is, profile or three-quarters face view) was desirable, and suggested plaque size. With respect to the plaque size, Dr. Fairbanks proposed a plaque with an over-all size of approximately 30" x 40" in which the relief will be slightly larger than life size. The financial arrangements were discussed with Mrs. McIver indicating that, while the State Highway Department was paying for the plaque, it was her wish that she be responsible for providing the relief, itself.

Some discussion was given to the completion date for this work; and it was determined that there was some flexibility, since Mrs. McIver indicated that possibly a summer dedication would be more desirable from the standpoint of weather. This will give us some leeway to develop the memorial area more completely.

Dr. Fairbanks is to keep us advised of the project as it proceeds, so that, once we know the size of the finished work, we can refine our own preliminary thinking.

Attached is the letter you requested transmitting the plaque text to Mrs. McIver.

WRH

William R. Riesland, Assistant
State Recreation Director

WRH:sw
Attachment

FORM S-123K 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 29, 1966

Mrs. Milo K. McIver
1265 S. W. Davenport
Portland, Oregon

Dear Mrs. McIver:

Enclosed for your use are several copies of the proposed wording for the McIver Memorial Plaque, which had previously been approved by you and Mr. Jackson. Please excuse this delay, but we were not aware that you did not have a written copy of this text.

We understand you have commissioned Dr. Justin Fairbanks to provide the bas-relief for the proposed memorial. The plans which were presented to you at your meeting with Mr. Riesland on December 20 were of a preliminary nature, and are being completed at this time. They will be submitted to you shortly for your further consideration.

It is my understanding that there was some discussion at the December 20 meeting as to a possible dedication date. As you were advised, the conditions for construction at this time are somewhat difficult because of the site conditions; and, therefore, any advancement of the date for dedication ceremonies would be most helpful.

We will be in contact with you at a near future date, when finalized plans for the memorial area are complete. If you have any additional thoughts as to the possible dedication date or any other matter pertaining to this project, please advise me by letter or telephone, at your earliest convenience.

Very truly yours,

NOTED
LLOYD P. SHAW

David G. Talbot
State Parks Superintendent

DGT:jrb
cc: L. P. Shaw, R. I. McCosh
W. H. Gaskill, H. W. Luckett

Copy to Jean Fowler 1-4-67

MC IVER STATE PARK IS DEDICATED BY THE STATE OF OREGON
TO THE MEMORY OF MILO K. MC IVER, ONE OF OREGON'S
OUTSTANDING CITIZENS, WHOSE SERVICE AS A MEMBER OF
THE OREGON STATE HIGHWAY COMMISSION 1950 - 1958 AND
AS CHAIRMAN 1958 - 1962 WAS DEVOTED TO MAKING OREGON'S
HIGHWAY AND PARK SYSTEM ONE OF THE FINEST IN THE NATION.

RECEIVED
NOV 1 - 1966
FOR FILING

3-3708
6480

October 31, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6880 awarded to Charles T. Parker Construction Company for paving the Clackamas State Recreation Area in Clackamas County was completed on August 22, 1966, and accepted by the Highway Commission on October 31, 1966.

Final payment in the amount of $2,951.13 will be released to the contractor after November 7, 1966. The total contract amount is $64,010.74 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Charles T. Parker Constr. Co.
P.O. Box 30
Oregon City, Oregon

Jewett, Barton, Leavy & Kern
Failing Building
Portland 4, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
OCT 31 1966
FOR FILING

3-3708
6880

October 31, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 22, 1966, on Contract No. 6880. The contract was with Charles T. Parker Construction Co. and was for paving at the Clackamas State Recreation Area in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 31, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Clackamas State Recreation Area		WEEK ENDING: Sept. 2, 1966
		SECTION PREFIX: 3-3708
HIGHWAY: Park Road		COUNTY: Clackamas
NAME OF JOB: Clackamas Recreation Area	KIND OF WORK: PAVING	
CONTRACTOR: Charles T. Parker Const. Co.	CONTRACT NUMBER: 5880	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1966	DATE WORK STARTED: July 12, 1966	ESTIMATED COMPLETION DATE: —
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 21
PROJECT AUTHORIZATION. $ 66,242.21	SPECIFIED COMPLETION DATE: Sept. 15, 1966	PERCENT OF TIME ELAPSED: 35
EXCLUSIVE OF ENGINEERING $ 61,532.21	ENGINEERING AUTHORIZATION $ 4,710.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $ 64,003.74	ENGINEERING COST TO DATE $ 5,450.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104.9
ESTIMATED PERCENT: OVERRUN / UNDERRUN ~~4.0~~ %	PERCENT OF AUTHORIZATION 116 %	DATE PROJECT WAS COMPLETED: Aug. 22, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.0
MILES PARTIALLY COMPLETED					0
MILES COMPLETED					3.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)					7650
TOTAL QUANTITIES CORRECTED TO DATE					8170
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					8170
AVERAGE DAILY QUANTITIES					-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					-
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	Fair			
FRIDAY	"			
SATURDAY				

Routing
Morgan — Page E
Decker — Mayfield
Bond — Tibbetts
Barbee — Scott
Miller — Wills
Litchfield
Olson

RECEIVED
SEP 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed paving Aug. 22, 1966, final cleanup Aug. 31, 1966. Equipment has been removed.

This will be the final weekly report on this project.

SIGNED Lowell A. Johnston LOCATION Milwaukie

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 24 1966
FOR FILING
3-3708
6880

July 25, 1966
Salem, Oregon

Mr. G.E. Rohde
Chief Counsel

BUILDING

Resolutions adopted at
July 14 meeting

176A
7-14-66

At the July 14 Commission meeting, Mr. Cooper presented two NOA items which should be covered by resolutions. Would you please have resolutions prepared for the following items:

1) Designate new park on Clackamas River the "[redacted] McIver State Park" in memory of former Chairman of Commission. Should be designated as "State Parks Resolution No. 3-4w".

2) Adopt name "Astoria Bridge" for the structure across the Columbia River between Astoria, Oregon, and Megler, Washington. Should be designated as "Miscellaneous Resolution No. 246".

If more details are necessary for the preparation of these resolutions, please contact the Engineer's Office as this is all the information we have.

Floyd Juery, Secretary

fkn

FORM S-123

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JUL 7 1966
FOR FILING

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[illegible]
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

3 27118
6580

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 6, 1966

Charles T. Parker Construction Company
6457 N. E. Columbia Boulevard
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6580 for the following project:

Clackamas River State Recreation Area
in Clackamas County.

This award was based on your bid of $58,802.50 which was submitted to the Commission on June 30, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. M. Young
C. D. Matthis (SIAC)
Robert Wilder

FORM E-30X—10M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1966

3-3768

SUBJECT:

To: [illegible] TO FILE

On this date, the Highway Commission approved the firm of Parsons, Brinckerhoff, Quade, and Douglas t. design the Fremont bridge in Portland. Release of information re this will be made only from the Administrative Office.

The Commission approved the dates of July 11-19 for its summer inspection trip and accepted the invitation of Judge Ogle of Lake County to attend a Lucerne breakfast on the morning of July 19. The Commission ordered that a suitable two-motored plane with pilot and co-pilot be at the Lakeview Airport on the afternoon of July 12 to return Commissioner Simpson to Portland.

Instructed the State Highway Engineer to meet with interested groups in Polk County re highway matters as requested by State Representative Joe Rogers.

Instructed the Engineer t proceed with the construction of the John Day Highway at Dayville on the bypass line.

Instructed the Engineer to meet with the Multnomah County Court and the city officials of Wasco re improvement of Highway 97 at Wasco.

Instructed the Engineer to attempt to work out an acceptable solution to the sale of the old maintenance site at The Dalles.

Directed that naming of a state park for former Chairman of the Commission, Julio A. Reiver, be considered at the next meeting.

Approved instruction to hold a hearing in the Finley Lane-Prospect section of the Pacific Highway.

Respectfully,
Howard Cooper
State Highway Engineer

HC:fh
cc L. L. Porter
Tom Edwards
Lloyd P. Shaw
P. S. Minor
Victor D. Wolfe

RECEIVED
MAY 17 1966

3-3708

6880

Salem, Oregon
May 17, 1966

Clackamas River Recreation Area

Mr. L. W. Ralien
Division Engineer
Milwaukie

The attached map of the Clackamas River Recreation Area has indicated thereon a red line on a survey course shown as N 48° 57' 40" E, 1115.09. It is this line which I asked that you have checked by a registered surveyor.

The entire background of the line—its deeded calls, the field evidence, and the legal requirements for its establishment must be considered. Please do not accept any of the work which has been done to this date by our people as indicative of proper procedure. A completely independent evaluation of the proper position of the line is necessary.

Do <u>not</u> set a line which may become the dividing line between properties through adverse possession. Also try to avoid alerting anyone in the area that the present fence may be contested as a boundary.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
bc Forrest Cooper
R. L. Porter
David G. Talbot

RECEIVED
JUL 15 1966
FOR FILING

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6XXO

Nice letter

SUGGESTED DRAFT FOR MR. COOPER
April 28, 1966

(Not sent)

She was sent to A
Sackett May 5 for
discussion with Mr. S
Please file

Oregon State Highway Commission

Gentlemen:

Acquisition of land for a recreationally oriented state park near Lapine in Deschutes County has progressed to the point that success in the venture is assured. Approximately 1498 acres has been obtained from the Bureau of Land Management. Another parcel of BLM land is virtually assured but will not be defined as to shape or extent until conclusion of negotiation with private landholders. Upon completion of acquisition, it is expected that more than 2000 acres will be available for development of a recreation area.

No official title for the park has been adopted although for convenience "Lapine Recreation Area" has been used in referring to the State's area of interest.

One of the few opportunities available to the public to express its gratitude and acknowledge the dedicated services of its outstanding public servants is to perpetuate a name through dedication of a public building or area as a memorial. The valuable and dedicated service Milo K. McIver gave so unstintingly to public work, and particularly his interest in the State Park System as a member and Chairman of the Oregon State Highway Commission, suggest naming the Lapine tract in his honor.

NOTED
FORREST COOPER

Mr. McIver served on the State Highway Commission from April, 1950 to March, 1962 during which period he was Chairman from April 1, 1958 to March 31, 1962, and the concept of the State parks use changed from that of a mildly recreation-oriented system to one strongly oriented toward active service to the public.

It is respectfully suggested that you adopt the name Milo K. McIver State Recreation Area for this new park and that it be dedicated as a memorial to Mr. McIver.

LPS:ajw

- this is the original

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1966

SUBJECT:
Naming of park area for
Milo K. McIver

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

An alternative site for honoring Mr. McIver would be the new park being developed on the Clackamas River near Estacada. In 1961, Mr. McIver requested a special study of the Clackamas River to review its prospects for a state park. As a result, a new state recreation area on the Clackamas River was recommended in the 1962 "Oregon Outdoor Recreation" report prepared for the Highway Commission.

The Clackamas River site is also closer to the home territory of Mr. McIver who has been a long-time Portland resident and represented that district of the state in the Highway Commission.

Richard I. McCosh, Assistant
State Parks Superintendent

RIM:al

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APR 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
3-370K
LAKO

Salem, Oregon
April 21, 1966

Mr. Lloyd P. Shaw
Assistant State Highway Engineer

OFFICE

It is the Highway Commission's desire to have a state park named in memory of Milo K. McIver. They wish to choose an outstanding area, one that will contain a major development and as a suggestion asked that consideration be given to the proposed development in the Camp Abbot-Fall River area.

It was requested that you discuss this with the Parks Advisory Committee and prepare a recommendation for Mr. Cooper to transmit to the Commission.

Please discuss this with us at your convenience.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

MILO K. McIVER

Member; Oregon State Highway Commission from April 1, 1950 to March 31, 1962
Chairman, April 1, 1958 to March 31, 1962

Appointed by Governor McKay, served under three other governors, Smith, Holmes & Hatfield

During his 12 year term in office, other members of the Commission included Ben R. Chandler, Charles H. Reynolds, Robert E. Chessman, Kenneth M. Fridley, and Glenn L. Jackson.

While McIver was on the Commission:
$815,000,000 was expended by the Oregon State Highway Department
957 miles of new highway were constructed
The Interstate and Defense System came into being, Oregon completed 244 miles of Freeway, has 112 more under construction, leads the nation in percentage of Interstate adequate for present needs and open to traffic.
Number of persons employed by the Department increased from 2,800 to 3,700.

McIver's 12-year term of service is the longest of any commissioner to date, exceeding by a year and a half that of the second longest, Ben R. Chandler of Coos Bay (October 1, 1946 to March 31, 1957)

Replacement on the Commission will be David B. Simpson, Portland businessman.

Oregon State Highway
Technical Library

Personal Background of McIver:

Born in Lewiston, Idaho
Graduated from Washington State University (College) --played football, basketball
Present address, 1265 S. W. Davenport Street, Portland
President of Commerce Investment, Inc.
Has one son, Douglas D., who is Vice President of Commerce Investment, Inc.
Chairman of the Board, White and Bolland Inc., Seattle
Member of the Board, Puget Sound Title Insurance Co., Seattle
Member of the Board, Pacific Title Insurance Company, Portland
Member of the Arlington Club, Waverly Country Club, Rotary Club
Board member, Portland Chamber of Commerce
On Board of Trustees, Episcopal Diocese, member Trinity Episcopal Church
Lay Advisory Board member, St. Vincent Hospital, Portland
Board Member, Pacific Northwest Bell Telephone Company

Former posts:

Member, Portland School Board District No. 1
President, Multnomah Athletic Club
President, Portland Rose Festival
President, Metropolitan Hotel Corporation (sponsored new Hilton Hotel)

M. K. McIver

Mac was appointed as junior member with the Oregon State Highway Commission on April 1, 1950, by Governor Holmy. He served with Don Chandler as chairman and Charles Reynolds until March 31, 1957.

He continued to serve as commissioner under Charles Reynolds as chairman until April 1, 1956, when he was designated as head of the Highway Commission.

During his 12-year term in office, he has served with the following commissioners:

Don R. Chandler
Charles H. Reynolds
Robert E. Chessman
Kenneth M. Fridley
Glenn L. Jackson

Oregon State Highway
Technical Library

During his 12-year term of office, he was chairman one-third of the time.

He has served under four governors.

Expenditures for work handled under the supervision of the State Highway Commission for the 12-year period was $315,000,000.

975 miles of new highway were constructed.

Personnel at the beginning of his term was 2,000. The department now employs 3,700.

M. K. McIver served with the following commissioners:

April 1, 1950 to March 31, 1957
Don R. Chandler, Chairman
Charles H. Reynolds, Commissioner

April 1, 1957 to March 31, 1958
Charles H. Reynolds, Chairman
Robert B. Chessman, Commissioner

April 1, 1958 to April 26, 1959
M. K. McIver, Chairman
Robert B. Chessman, Commissioner
Kenneth M. Fridley, Commissioner

April 27, 1959 to March 31, 1962
Kenneth M. Fridley, Commissioner
Glenn L. Jackson, Commissioner

History on M. K. McIver furnished by Mrs. Helen Dolton, his secretary.

Mr. McIver
was born in Lewiston, Idaho.
graduated from Washington State University, ~~which is now Washington State College~~.
lives at 1265 S. W. Davenport Street, Portland.
has one son, Douglas D. McIver, who is associated with him as Vice President of Commerce Investment Inc.
played football and basketball while in college.
is very interested in baseball.
is President of Commerce Investment Inc.
is Chairman of the Board of White and Holland Inc. of Seattle.
is a Member of the Board of Puget Sound Title Insurance Co. of Seattle and also of Pacific Title Insurance Company of Portland.
is a member of the Arlington Club, the Waverly Country Club, and the Rotary Club.
is a Board member of the Portland Chamber of Commerce.
is on Board of Trustees of Episcopal Diocese.
belongs to Trinity Episcopal Church.
on lay advisory board of St. Vincent Hospital, Portland.
on Board of Pacific Northwest Bell Telephone Company (most recent job).
has served as a member of Portland School Board District No. 1.
was past president of Multnomah Athletic Club.
was past president of Portland Rose Festival.
was president of Metropolitan Hotel Corporation which sponsored the new Hilton Hotel.

Oregon State Highway
Technical Library

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APR 25 1966
FOR FILING
3-3708
L & C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 7, 1966

SUBJECT: Estacada Park

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Salem

You will recall that on our recent visit to the new park near Estacada it appeared desirable for the protection of the park development to possibly procure some timbered areas on the opposite side of the stream. The particular timbered areas which concerned us lie immediately southerly of the sand and gravel operation and opposite the overnight area and also around that same point which is in view of the daytime park facilities. Attached is a small sketch map which indicates the area.

John Scott looked into the matter and found that the sand and gravel outfit has a 40-year lease on this entire point and that there is apparently a rib which runs out on the timbered portion of the point which contains a possible source of aggregates. This rib is apparently high enough so that if the gravel operation extended out onto it a narrow fringe of trees back from the river would not screen this activity. Therefore it would appear desirable to investigate the possibility of protecting these trees on up the side of the rib far enough to screen any crushing. A real shotgun estimate indicates a possible acquisition cost of from $1000 to $2000 an acre.

We have not gone any further with this but are transmitting this preliminary information to you for your consideration.

L. W. Rulien
Division Engineer

MAILED
LLOYD P. SHAW

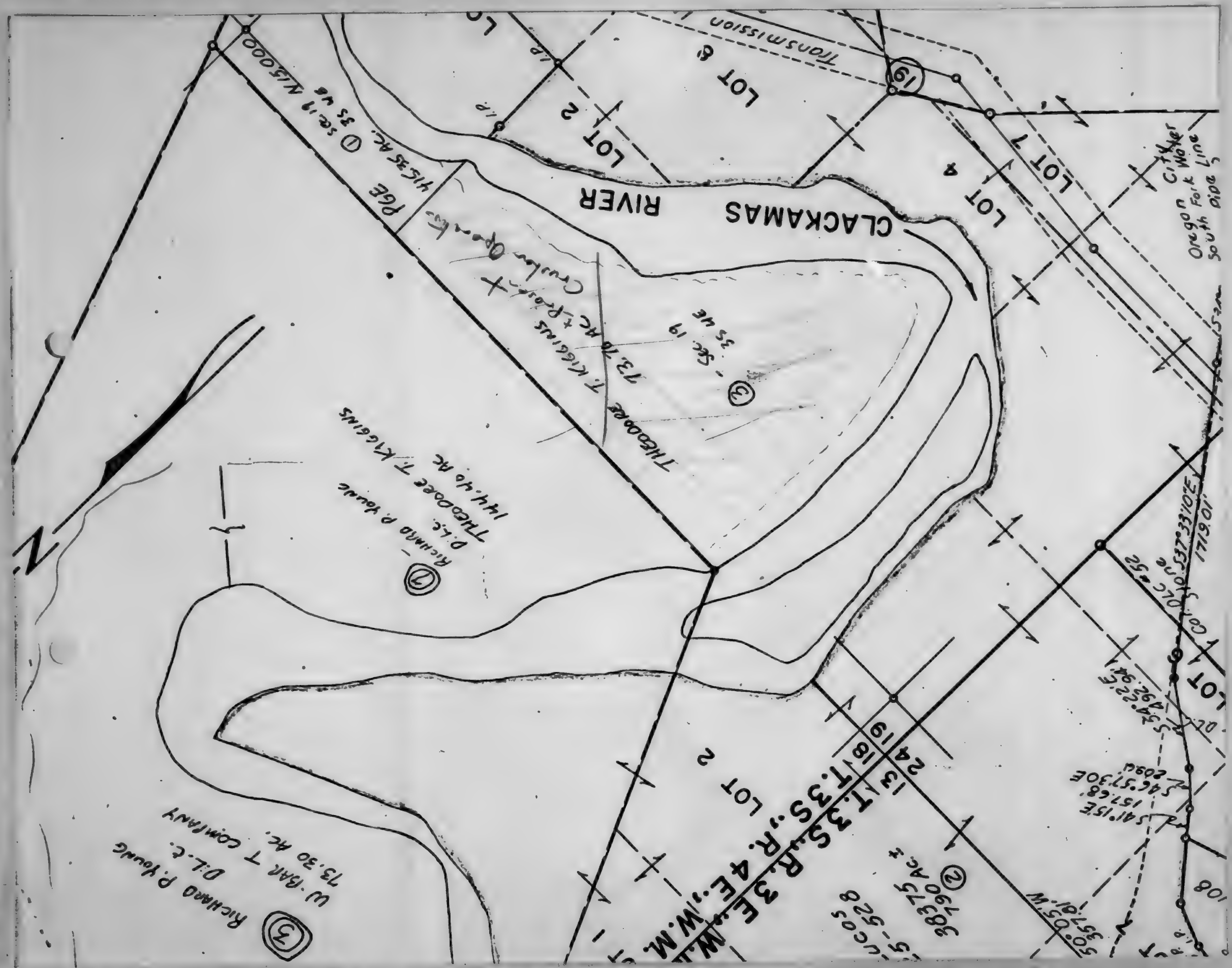
LWR:lh

Enc

cc: John Scott
Art Burt

RECEIVED
APR 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Koons
4-11-66


CLACKAMAS RIVER
LOT 2
LOT 3
LOT 4
LOT 7
TRANSMISSION
PGE
Richard P. Young
D.L.C.
W. Barr T Company
13.30 Ac.
Richard P. Young
D.L.C.
Theodore T. Klogians
14.40 Ac.
Theodore T. Klogians
73.70 Ac. ±
Sec. 19
T. 3 S., R. 4 E., W.M.
LOT 2
Oregon Pac. R. & Nav. Co. D.L.C. 52
S 24°22'E
1492.94'
S 41°15'E
1576.8'
S 46°57'30"E
2094'
N 50°05'W
3571.6'
3837.5
3990 Ac. ±
13
18
19
24
N

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MAR 9 1966

FOR FILING

3-2708

(X&D)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1966

SUBJECT: Flood Districts - Controls
Clackamas River

To:

Mr. Lloyd P. Shaw
Assistant State Highway ENgineer
BUILDING

417

The location of the two sections of the Clackamas River which the Corps of Engineers is studying for flood control work are:

1. Paradise Park across the river from the Lucas property and approximately 2000 feet down stream from our west boundary.

2. Twin Island is directly across the river from our property.

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl

NOTED
LLOYD P. SHAW

OFFICE OF
STATE HIGHWAY ENGIN

FORM S-20R—20M—1-66 SP°19102-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1966

SUBJECT: Flood Districts - Controls
Clackamas River

To:

Mr. A. M. Burt
District Parks Supervisor
Portland, Oregon

Attached is a letter from the Corps of Engineers listing several water control districts on the Clackamas River which they are investigating.

Are any of them in the vicinity of the Lucas property? The names used in their descriptions do not appear on our maps.

L. V. K[illegible]ons, Deputy
State P[illegible]rks Superintendent

LVK:hl
Attachment

RECEIVED
LLOYD P. SHAW

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPEN-PL-5

2 FEB 1966

LLOYD P. SHAW

Mr. L. V. Koons, Deputy
State Parks Superintendent
State Highway Department
Salem, Oregon 97310

NOTED
L. V. KOONS

Dear Mr. Koons:

I have your letter of 3 January 1966, in which you report flood damages to the recently acquired State Park property on Clackamas River and also request information on recent formation of a water control district in that vicinity.

After receiving heavy damages during the 1964 flood, property owners on the east bank of Clackamas River near Currinsville formed the Clackamas Bend Water Control District. The district boundary extends from about one mile upstream to one mile downstream from Paradise Park. It includes the Twin Island Park and Riverview subdivisions in addition to the Paradise Park area. District officials requested the Corps of Engineers to investigate the possibility of providing local flood control works to protect their property from further damages. As a result, preconstruction planning is currently underway for construction of bank protection works in the downstream portion of the Clackamas Bend Water Control District. This location is scheduled for protection in summer 1966, provided funds are available and the necessary rights-of-way and assurances of local cooperation are furnished.

At the present time this office is also investigating the possibility of providing a levee or floodwall system to prevent overflow damages in the upstream portion of the Clackamas Bend District. These studies are being made under authority of the 1948 Flood Control Act, as amended.

Any local flood protective works to be constructed by the Corps of Engineers must be sponsored by an organization such as a city, county, or water control district, capable of providing without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project. The sponsoring organization must hold and save the United States free from damages due to the construction and

maintain and operate the works after completion. Bank protection work requires the same degree of local cooperation as specified for levees or floodwalls.

Construction of bank protection works at various other locations along Willamette River and its major tributaries, including Clackamas River, is progressing under the Willamette River Basin Bank Protection Project, which was authorized by the Flood Control Act approved 17 May 1950. Erosion areas reported to this office will be investigated and if eligible for improvement will be placed on the priority list. It is necessary that the most critical locations at which damage, or potential damage, is greatest be protected first with limited funds appropriated annually.

Should you desire any additional information on the above, I will be glad to have a representative of this office meet with you and discuss the matter in more detail.

Sincerely yours,

WILLIAM J. TALBOTT
Colonel, Corps of Engineers
District Engineer

RECEIVED
FEB 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1966

FORM E-90X—60M—1-66 SP 19102-734

3-3708

6880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1966

SUBJECT: File 38940
Clackamas River Recreation Area
Clackamas County

To:

Mr. Earl F. Saling
Right of Way Office Manager
BUILDING

Please cancel the above subject file for 4.2 acres adjoining the Clackamas River Recreation Area.

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl

NOTED
LOUIS P. SHAW

RECEIVED
FEB 10 1966
FORM E-20X—50M—1-65 SP*6418-734
FILING
3-370E
L&O

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 7, 1966

SUBJECT:

Clackamas River Recreation Area
(Lucas Property Survey)
Clackamas County

To: Mr. David C. Talbot
State Parks Superintendent
Office

483

Attention: Mr. L. V. Koons

By assignment number 483, Mr. Shaw requested this office to prepare a map of the subject area for filing with the Clackamas County Surveyor, as required by Oregon Law.

Attached hereto is an A P Film of the area with the survey data indicated. It is our understanding that your office will complete the map by adding a title and a certification and file same with the County Surveyor along with a narrative of the survey.

It is suggested that a new A P Film be made of the final map, as inked additions will not withstand the wear and tear of rolling or folding.

If you desire this office to do any additional drafting work on this map, please advise.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

FDM:mc
Attachment

cc: Mr. L. P. Shaw (w/assignment slip No. 483)

RECEIVED
FEB 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 5M 7-64 SP*6228-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 4, 1966

SUBJECT:

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Office

Clackamas River Recreation Area
(Lucas Property)
Clackamas County

By assignment number 483 (due date February 2, 1966) you requested this office to prepare a map of the subject area for filing with the Clackamas County Surveyor.

As you know, this office requested an opinion from our Legal Division in regard to Chapter 542 of the Oregon Laws as it affects Department surveys. This opinion has not been received and it is presumed that you desire to comply with the request of the County Surveyor by filing a map and notes of the subject area.

The map is in the final stages of completion as far as the survey data is concerned and, when complete, will be transmitted to the Parks Division for proper certification and filing.

Frank D. Morgan
Construction Engineer

By Floyd O. Scott
Floyd O. Scott
Right of Way Description Engineer

FOS:hc

NOTED
LLOYD P. SHAW

RECEIVED
FEB 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Copy To Wolfe
2-3-66

Copy To Talbot
2-7-66

FORM E-30X—60M—1-46 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1946

SUBJECT: Clackamas River State Recreation Area

To: Mr. Robert E. Smith
Head, Survey Unit
OFFICE

Mr. Shaw advised the Clackamas County Engineer that when we had completed the negotiations with Barney Lucas for the property to be secured for the Clackamas River State Recreation Area, we would file the plat in the County records.

The Construction Division is now preparing this map and Floyd Scott advises me that the following information is necessary to complete the work:

1. All points which were located or set must be so indicated. This will include all Section and D.L.C. markers.

2. In lieu of survey notes a narrative of the survey must also be filed.

3. This must be certified to by a registered land surveyor or engineer. I suppose Mr. Shaw will take care of this.

Will you provide the Description Division with this information?

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

LVKshl
cc: L. P. Shaw
Floyd Scott

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 20, 1966

To: Mr. G. E. Robde
Chief Counsel
BUILDING

SUBJECT: Chapter 542
Oregon Laws 1965
Relating to Land Surveys

Attached is a copy of a letter from Mr. Lloyd Robinson, Deputy County Surveyor of Clackamas County; a copy of a Tri-County directive which he submitted and a copy of Mr. Shaw's reply to Mr. Robinson.

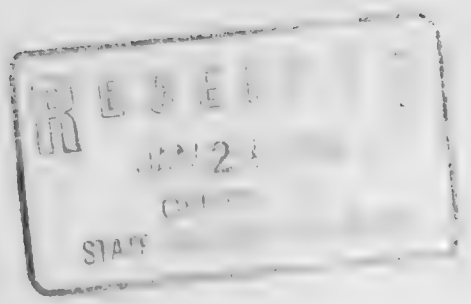
On the basis of the subject statute, will you please determine if all or any surveys made by the Highway Department would be subject to the requirements of this statute.

It would seem that a determination of the meaning of "corner or corners", as mentioned in line 3, paragraph 1, would indicate the types of surveys to be filed with the County Surveyor.

It is our belief that the Department Engineers do not establish or re-establish Section corners or D.L.C. corners but do, in some cases, establish property corners for description purposes.

We usually purchase our right of way on a centerline description. Our centerline then becomes a call on property description and might be considered as a corner. Is it your opinion that the present law would require us to file all centerline surveys with the various counties?

Please note that a time limit is specified, so an early opinion is desirable.



F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

FOS:hc:DJB:rw
Attach.
cc: L. P. Shaw
F. B. Klaboe

Salem, Oregon
January 18, 1966

Mr. Floyd O. Scott
Right of Way Description Engineer

The attached letter dated February, 1964, directed to Licensed Land Surveyors in Washington, Multnomah, and Clackamas Counties, is for your information in regard to the Barney Lucas property on the Clackamas River near Estacada.

You may desire to check the Oregon Laws, 1963-65, concerning requirements that public agencies file survey records with county surveyors. It appears we must place on the record an 8½ x 13 (or multiples thereof) tracing showing the survey with pertinent information. If this is the case, will you please have such a map prepared within the time limits allowed by the law.

A copy of a communication to the Clackamas County Surveyor's office is attached and will give you some idea of our time element.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments
cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

January 18, 1966

Mr. John H. Keeley
Engineer and Surveyor
Clackamas County
940 Warner-Milne Road
Oregon City, Oregon 97045

Attention: Lloyd Robinson

Dear Mr. Keeley:

I am referring to your letter of January 13 in which you demand filing of drawing SB-33-16.

This will advise you that the aforesaid drawing does not reflect the survey of the Clackamas River recreation area and following consummation of purchase of this tract and completion of the survey, maps will be filed with your office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc Forrest Cooper
R. L. Porter
David G. Talbot
F. O. Scott

2621

JAN 14 66

COUNTY OF CLACKAMAS

JOHN H. KEELEY
ENGINEER AND SURVEYOR

ENGINEER'S & SURVEYOR'S OFFICE

Phone OLive 6-2441

940 WARNER-MILNE RD. OREGON CITY, OREGON 97045

January 13, 1966'

REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Department
Salem
Oregon

Gentlemen:

The last legislature expanded the filing of land surveys to include the Oregon State Highway Commission.

Enclosed is a February, 1964, Tri-county directive which explains acceptable county standards for filing land surveys within Washington, Multnomah, and Clackamas County.

The wording of this new law makes the agency responsible for filing survey maps with the county surveyor; however, since all maps have to bear a professional seal, it appears in essence, this filing of the survey map would be the responsibility of the State Highway Engineer and his license could be held in jeoperdy for non-compliance of this law--subsection (2) of enclosed directive.

This letter is to serve as official notice of requesting the final Oregon State Highway land survey of Clackamas River Recreational Area (for your convenience, drawing #8B-33-16) be filed with this office.

Would you please notify your assign to this request.

Yours truly,

Lloyd Robinson
Deputy County Surveyor

LR gl
c.c. Howard Cooper

February 1964

Licensed Land Surveyors

Gentlemen:

NOTE: This supersedes all previous mailings relating to Chapter 555, Oregon Laws 1963.

The County Surveyors of Multnomah, Clackamas and Washington Counties have conferred in order to determine minimum requirements which must be met, under 1963 legislation, in submitting surveys for record in these three counties.

Attached to this letter is a copy of Chapter 555 Oregon Laws, 1963, which set forth the new statutory requirements. This letter is intended to set forth our interpretation of this new law in narrative form as a check list so that each surveyor could feel assured that his surveys, when submitted in a manner conforming with this written standard, would be recorded without difficulty.

The following list recaps and specifies information necessary for recording surveys in the County Surveyor's office.

(1) General Requirement - Engineers and surveyors must file a narrative and map of any survey establishing or re-establishing a corner or corners within thirty (30) days after completion of the survey. Charges the County Surveyor with the duty of prompt indexing and recording of the survey report. Deletes requirement of filing record of survey re-establishing original lot corners within a plat filed after July 1, 1947, provided said plat was filed in conformity with ORS Chapter 92. States size of map as 8½ x 13" of multiples thereof and requires a permanent type of reproducible tracing. Narrative applies only to information that can not be shown on map.

A reproducible tracing may consist of original tracings made with black India ink upon 100% rag content transparent tracing paper, water repellent tracing cloths, or polyester film equal in quality to "Mylar", or auto positive photocopies or Xerox copies upon the above types of materials. Diazo copies or sepia copies will not be acceptable.

Undoubtedly other materials will appear upon the market and meet the criteria of permanency demanded by the law. As these materials appear and meet the test of permanency they will be added to the above list of acceptable materials.

SPECIFIC REQUIREMENTS

(a) "Location of survey by one-quarter section and Donation Land Claim, Township and Range.

(b) Date of survey to include the day, month and year of completion of field work. An additional date showing the day, month and year the office work is completed may also be shown at the option of the surveyor. The date the last monument is placed in the field is presently considered as the day of completion of the survey.

(c) Scale of drawing and north point.

(d) Basis of bearings, if available. This item is presently mandatory under other portions of ORS and is considered a requirement to show the difference between the so-called "Record Bearing" and the actual bearings determined in the field by the Surveyor. If a particular line does not have a "Record Bearing" that can be designated as the basis of bearing, then a

solar or astral direction must be determined and designated as the basis of bearing and the criteria for the choice of this line shown on the map; then all other lines must show courses and distances which relate to the chosen line. In cases where solar or astral directions are determined then field readings and computations must be shown on or attached to the survey map.

(e) Initial point of survey, giving ties to corners or corner of record. The initial point of the survey is, of course, the beginning point chosen by the surveyor and must be tied to a corner of record which is a section or one-quarter section corner, Donation Land Claim corner, or if within or contiguous to a recorded subdivision to the initial point of the subdivision by reference to Lot and Block numbers and the name of the subdivision.

(f) All bearings or measured angles and distances separately indicated from those of record. When the surveyor finds a distance or a bearing that does not match the deed distance and bearing, then this information shall be shown upon the map. When any discrepancy is found between the deed information and the field data, this fact shall be noted either on the map or the narrative part of the report.

(g) "All monuments set and their relation to older monuments found. A detailed description of monuments found and set shall be included and monuments set shall be separately indicated from those found." A detailed description shall indicate size (length and other dimension if iron rod) (length and internal diameter if pipe), type (galvanized or black) for all monuments set, such information as is visible for all monuments found, and an accurate tie between those monuments set and those found. Any monument, set or found, in excess of 3 inches above or 3 inches below the surface of the ground shall be so noted.

Any additional information shall be typed or printed in narrative form upon similar quality reproducible tracing as that of the map and shall be 8½ x 13" in size. If typed, the tracing shall be backed with smudge-proof carbon.

(2) The license of any registered engineer or registered land surveyor failing to comply with the provisions of subsection (1) of this section shall be subject to revocation.

In cases wherein a survey is rejected by a county surveyor, the individual surveyor will have his original survey returned after a copy has been made and placed in the county surveyor's suspense file. A sheet attached to the original survey will note the defects in the survey report.

If thirty (30) days after the date of mailing the original survey back to the individual surveyor, the survey report has not been corrected and returned to the county surveyor, then the county surveyor will file a complaint with the Oregon State Board of Engineering Examiners.

The penalty clause (subsection (2)) is quite severe in content, and it is the hope of the county surveyors that it will seldom be invoked. It is the intent of this letter to provide the individual surveyor with sufficient information so that he may feel assured that his surveys will be acceptable in any of the three counties named, and that this acceptability will be based upon a written standard.

All the foregoing was reviewed and approved by the Professional Land Surveyors of Oregon in regular session, January 29, 1964.

Yours truly,

(Signed) H. P. BARROWS
Washington County Surveyor

(Signed) CLAIR E. PENSE
Multnomal County Surveyor

(Signed) JOHN H. KEELEY
Clackamas County Surveyor

January 13, 1966'

Oregon State Highway Department
Salem
Oregon

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Yours truly,

Lloyd Robinson
Deputy County Surveyor

LR gl
c.c. Howard Cooper

RECEIVED
JAN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

February 1964

Licensed Land Surveyors

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Yours truly,

(Signed) H. P. BARROWS
Washington County Surveyor

(Signed) CLAIR E. PENSE
Multnomal County Surveyor

(Signed) JOHN H. KEELEY
Clackamas County Surveyor

RECEIVED
FEB 24 1966

File 8

FOR FILING

3-3708
6880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1966

To:
Mr. Floyd Query, Secretary
State Highway Commission
B U I L D I N G

SUBJECT: File 38375
Proposed Park Site
Woodburn-Estacada Highway
Barney Lucas, et ux

On the January 25, 1966 Right of Way Resolution, Mr. Moehring will present for confirmation the matter of relieving Barney and Helen Lucas from warranting title to a small area, 1115' by averaging 85', at the southerly boundary of the proposed park area.

Chairman Jackson and Mr. Simpson gave verbal approval on January 7, 1966.

Attached is a letter prepared for the signatures of the Highway Commission, and addressed to Mr. and Mrs. Lucas. When this item has been confirmed, will you please have the letter signed and return two copies to this office. You may retain the third copy for your records.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AE:ls
Attachment

To be signed by Com. 1-25-66 if approved
FQ

NOTED
FLOYD QUERY

FORM .22X 8ON 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 21, 1966

Mr. and Mrs. Barney Lucas
c/o Mr. John W. Kendall
Black, Kendall, Tremaine,
Boothe & Higgins
520 S. W. Sixth Avenue, 12th Floor
Portland, Oregon 97204

File 38375
Woodburn-Estacada Highway
Clackamas County

Dear Mr. and Mrs. Lucas:

Reference is made to the letter of your attorney, John W. Kendall, dated January 6, 1966, a copy of which is attached. You contend that you cannot warrant title as to a small area at the southerly boundary of the property purchased by the State.

It is agreed that as to this small area, which is shaded on the attached sketch, you are relieved of the warranty of title set forth in your deed to the State.

Very truly yours,

STATE HIGHWAY COMMISSION

Glenn Jackson
Chairman

K N Fridley
Commissioner

Commissioner

JHK:bb
Encls.

LAW OFFICES

BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS

TWELFTH FLOOR

520 S. W. SIXTH AVENUE

PORTLAND, OREGON 97204

GEORGE BLACK, JR.
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS
MILTON C. LANKTON
DAVID J. KRIEGER
MICHAEL H. SCHMEER
ROBERT J. MILLER
RONALD K. RAGEN
STUART A. HALL

TELEPHONE
226-3248

January 6, 1966

SUBJECT: Deed - Barney Lucas, et ux, to State of Oregon, By and Through its State Highway Commission - Clackamas County

RECEIVED
JAN 7 1966
LEGAL & RIGHT OF WAY

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. James R. Kuhn
Legal Department

Gentlemen:

Reference is made to a proposed Warranty Deed from Barney Lucas and Helen Lucas, as Grantors, to the State of Oregon, by and through its State Highway Commission, covering certain therein described real property in Clackamas County, Oregon, at a stated consideration of $255,000.00 and bearing State Highway Commission File No. 38375.

When the sale of the property herein involved was being negotiated, the southerly line of a portion thereof, as described in Parcel 2 of the Deed above referred to, was pointed out on the ground as extending southerly to an existing fence line. The survey of the property, made by your Department, would indicate that the southerly line of the Lucas property extends, for a small distance, south of said extending fence line and inasmuch as there is a question in the Grantors minds as to the accuracy of the survey and because the southerly survey line extends beyond that portion of the property which the Grantors understand they own, it is suggested that the parties, Grantor and Grantee, agree that the Grantors will be relieved from their warranty as to only this small area, being a strip of land approximately 53 feet wide on the west and approximately 117 feet on the east and having a length of approximately 1115 feet, lying along the southerly boundary of Parcel 2 where said boundary is common to that of the most northerly line of the property of Mabel T. Weston.

If the foregoing meets with your approval, we will ask that a copy of this letter enclosed be executed by the State Highway Commission and returned for our files.

Very truly yours,

BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS

John W. Kendall

JOHN W. KENDALL

JWK:rr
Enc.

CLACKAMAS RIVER

I.P.

LOT 2

LOT 1

I.P.

52

N 33°10'E
101.

LOT 8

Transmission Line Easement
275-127, 128

LOT 4

19

5E.

LOT 7

LOT 9

LOT 10

S 31°00'30"E
382.24

Oregon City - South Fork Water Pipe Line

LOT

S 35°37'30"E
1214.38'

LOT 6

I.P. D.L.C. #57

Cor. D.L.C. #60
Stone

S 36°15'10"E
774.07'
720.38'

N 45°38'10"E
1113.83'

Fence Post

S 41°34'10"E
1078.01'
960.00'

I.P.

E 20,000

N 10,000

Stone Mkd "X"

Post Fence Cor.
Mabel T. Winston
273-485

1" Capped Pipe

O. BIDWELL DLC
NO. 57.

FRED HELMS DLC 60

RECEIVED
JAN 12 1966

Const
R/W
Parks

Lucas

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

d12

LRM MIL 01 1/11/66 3:43

LLOYD SHAW

RE FILE NO 37940 - TATUM

WE HAVE THIS DATE RECEIVED BACK THE UNSIGNED OPTIONS FROM MR TATUM DECLINING TO SELL LOT 4 , SECTION 13.

JOHN L SCOTT

AP

Y

04.

RECEIVED
LLOYD S. SHAW

NOTED
JOHN R. JAKES

Original To Talbot
1-12-66

Salem, Oregon
December 29, 1965

Clackamas River Bank Protection

Mr. David G. Talbot
State Parks Superintendent

Attention: L. V. Kocns

Please refer to your memorandum of December 16 in regard to a proposed Corps of Engineers project on the Clackamas River, near the Lucas property.

Will you please contact the Corps and determine what has transpired to this time. In particular, quiz the Corps in regard to the type action it would take if the project proved acceptable.

It is my feeling that we would probably be unwilling to cooperate in anything of the sort if it would result in creating an unnatural appearing channel fronting the x-Lucas property.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

RECEIVED
DEC 30 1965

FORM E-30 50M 3-65 SP 6470-734

FOR FILING
Const
Rld
Parks

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
December 27, 1965

RECEIVED
DEC 29 1965
LEGAL & RIGHT OF WAY

To: Memo to the File

SUBJECT: File No. 38940 - Tatum
Clackamas River Recreation Area
County Road
Clackamas County

Grantor was contacted today at the Provision Meat Co. in North Portland with an attempt to close the file out by obtaining an option.

Mr. Tatum had had time to talk this over with his wife, and it was apparent from our discussion that he did not know that they owned this property. However, he was not willing to settle with us until he and his wife have had an opportunity to carefully investigate the property. I tried to impress him with the necessity of getting this acquisition made and over with before we got heavily involved with I-205, but was unable to get any nearer a settlement at this time.

Grantor was willing to get word to me at his earliest convenience after having made careful survey of property.

O. D. RAWLINS

NOTED
LLOYD P. SHAW

ODR:ap

cc Mr. G. E. Rohde
Mr. D. H. Moehring

RECEIVED
DEC 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 80M 7-64 SP°6228-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1965

SUBJECT:

To: MEMORANDUM

Lloyd Shaw
Assistant Highway Engineer

B U I L D I N G

Mrs. Ralph C. Tatum of Estacada, called this morning saying they owned land adjacent to and downstream from the land recently purchased by the State from Barney Lucas. She informed me that the Corp of Engineers was holding a hearing in Oregon City, December 22, relative to bank protection on the Clackamas River which was subject to heavy flood damage last December. Her request was that we have a representative at this meeting to request the Corp to include our property in this program.

I told her I had not heard of such a meeting and could not say that we would make an application for this work to be done on our property.

The Tatum's are owners of lot #4 which we recently have requested negotiations for a part of.

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

LVK:lg

NOTED
LLOYD P. SHAW

RECEIVED
DEC 17 1965

FOR FILING

Court
R/W
Parks
Lucas

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 15, 1965

SUBJECT: R/W File #38940
Clackamas River State
Recreation Area
Clackamas County
Prefix 3-2307

Mr. David H. Moehring
Right of Way Engineer
BUILDING

Attached are 7 Right of Way Descriptions with maps covering subject file.

Will you please process and complete the negotiation.

L. V. Koons, Deputy
State Parks Superintendent

LVK:PED:hl
Attachments

NOTED
LLOYD P. SHAW

RECEIVED
JAN 10 1966

FORM E-30 BOM 7-64 SP*6229-734

FOR FILING
I-3708

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1966

SUBJECT:

To: Memo to File

Reference is made to James Kuhn's January 7 memo to George Rohde, and to John W. Kendall's letter of January 6 to Mr. Kuhn relative to the proposed acquisition from Barney Lucas, R/W File 38375.

As outlined in Mr. Kendall's letter, Mr. Lucas states that he cannot warrant title to a parcel of land approximately 1,115 feet in length and having a width of approximately 53 feet on the west end and approximately 117 feet on the east end, which would contain about 2.2 acres, and would be adjacent to the south line of the survey executed by this Department.

Chairman Jackson and Mr. Simpson were contacted on this date and they stated they would be willing to relieve Mr. Lucas of warranting title to this area. It is contemplated this will be accomplished by the preparation of a letter containing a clear sketch which will have to be signed by the Highway Commission, the letter to be addressed to Mr. Lucas, and will not be made a matter of public record.

It is my understanding that if this is done, Mr. Lucas will execute the deed as prepared.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Lloyd P. Shaw
Victor D. Wolfe
G. E. Rohde
J. R. Kuhn

FORM E-80X—80M—1-68 SP°19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

January 7, 1966

To: Mr. George E. Rohde
Chief Counsel
O f f i c e

SUBJECT: File No. 38375
Proposed Park Site
Estacada Highway
Clackamas County

Following our conference yesterday with Mr. Porter, I called John Kendall and informed him that we would require Mr. Lucas to execute a full warranty deed for the land he agreed to convey to us per his option. Mr. Kendall advised me that he could not do this due to the possible loss of property by adverse possession along the South side.

I advised him as attorney for the State I was without authority to require other than full compliance with the agreement as signed and accepted by the Commission. Mr. Kendall informed me that he was sending down a letter to be presented to the Commission requesting that Lucas be relieved from his warranty as to this disputed piece. This letter is attached hereto.

I think it is their understanding that the matter will be presented telephonically to the Commission and that they will get an immediate answer sometime today.

James R. Kurh

JAMES R. KURH
Staff Attorney

JRK:bb
cc: Mr. R. L. Porter
Att.

NOTED
R. L. PORTER

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

LAW OFFICES

BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS

TWELFTH FLOOR

520 S. W. SIXTH AVENUE

PORTLAND, OREGON 97204

GEORGE BLACK, JR.
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS
MILTON C. LANKTON
DAVID J. KRIEGER
MICHAEL H. SCHMEER
ROBERT J. MILLER
RONALD K. RAGEN
STUART A. HALL

TELEPHONE
226-3245

January 6, 1966

SUBJECT: Deed - Barney Lucas, et ux, to State of Oregon, By and Through its State Highway Commission - Clackamas County

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. James R. Kuhn
Legal Department

Gentlemen:

Reference is made to a proposed Warranty Deed from Barney Lucas and Helen Lucas, as Grantors, to the State of Oregon, by and through its State Highway Commission, covering certain therein described real property in Clackamas County, Oregon, at a stated consideration of $255,000.00 and bearing State Highway Commission File No. 38375.

When the sale of the property herein involved was being negotiated, the southerly line of a portion thereof, as described in Parcel 2 of the Deed above referred to, was pointed out on the ground as extending southerly to an existing fence line. The survey of the property, made by your Department, would indicate that the southerly line of the Lucas property extends, for a small distance, south of said extending fence line and inasmuch as there is a question in the Grantors minds as to the accuracy of the survey and because the southerly survey line extends beyond that portion of the property which the Grantors understand they own, it is suggested that the parties, Grantor and Grantee, agree that the Grantors will be relieved from their warranty as to only this small area, being a strip of land approximately 53 feet wide on the west and approximately 117 feet on the east and having a length of approximately 1115 feet, lying along the southerly boundary of Parcel 2 where said boundary is common to that of the most northerly line of the property of Mabel T. Weston.

If the foregoing meets with your approval, we will ask that a copy of this letter enclosed be executed by the State Highway Commission and returned for our files.

Very truly yours,

BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS

JWK:rr
Enc.

JOHN W. KENDALL

FORM S-123X BOM 9-64
RECEIVED
JAN 6 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
3-3708
6850

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 4, 1966

Mr. Alfred Simonson
City Manager
City Hall
7th and John Adams Streets
Oregon City, Oregon

Dear Mr. Simonson:

The State Parks and Recreation Division has recently acquired approximately 860 acres from Mr. Barney Lucas, for recreation purposes.

We would like to meet with you and the South Fork Water Board on January 13th at 7:30 p.m. to discuss the possibility of acquiring a portion of the potable water from the South Fork Water system.

Very truly yours,

Warren H. Gaskill
Field Engineer

WHG:hl

NOTED
LLOYD P. SHAW

RECEIVED
JAN 5 1966
COMMISSIONER
For Filing

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRENCH
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

1 2 10 x
6 x x 0

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 3, 1966

U. S. Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland, Oregon

472

Assignment #472 LPS

Attention William J. Talbott
Colonel, Corps of Engineers

Dear Sir:

The Parks Division of the State Highway Department has recently completed negotiations for property in Township 3 south, Range 3 and 4 east, Clackamas County, Oregon.

Included in this tract are several miles of Clackamas River frontage which in common with other properties along this stream were badly damaged by the December, 1964, flood.

Several groups of land owners along the Clackamas River have approached the Parks Division in regard to forming water control districts to petition the Corps of Engineers for assistance.

Though we realize this movement has been so recent that you would not have had time to study the conditions sufficiently to arrive at a planning stage, we would appreciate any information on what has transpired to date and what action would be taken if these projects proved acceptable.

Very truly yours,

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

LVK:al
cc: L. P. Shaw

RECEIVED
JAN 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REJECTED
L. P. SHAW

RECEIVED
JAN 5 1966

FOR FILE

3-2705

L290

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1966

SUBJECT:
Barney Lucas Property

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

L

Attached are some materials sent me by Dick McCosh regarding updating of park maps, etc. The question of what to name the Lucas property comes up and you will note the information contained on the last page.

We recommend "Clackamas River State Recreation Area."

Please return attached materials.

Approved 1-4-66
Asst. State Highway Engr.

David G. Talbot
State Parks Superintendent

DGT:al
Att.

RECEIVED
JAN 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Talbot
1-5-66

STATE PARKS MAP - CHANGES FOR 1966

NOTED
D. TALBOT

1. Lincoln Beach Wayside - add name and symbol (State Parks without Picnic Facilities) to map as shown.

2. Carl G. Washburne Memorial Park - change symbol to show State Parks with Overnight Facilities.

3. Bolon Island Tideways Wayside - change symbol to show State Parks without Picnic Facilities.

4. Bullards Beach Park - change symbol to show State Parks with Overnight Facilities.

5. Maria C. Jackson Park - relocate existing symbol as shown.

6. Carpenterville - Brookings Forest Wayside - relocate existing symbol as shown.

7. McLeod Wayside - change symbol to show State Parks without Picnic Facilities.

8. Ben Hur Lampman - change symbol to show State Parks without Picnic Facilities.

9. Booth Wayside - change symbol to show State Parks with Picnic Facilities.

10. Shoshone Recreation Area - add name and symbol (State Parks without Picnic Facilities) to map as shown.

11. Minam Recreation Area - add name and symbol (State Parks without Picnic Facilities) to map as shown.

12. Emigrant Hill Overlook Wayside - delete name from map (symbol was previously deleted)

13. Blue Mountain Forest Wayside - change symbol to show State Parks with Picnic Facilities and relocate as shown. Relocate name to space previously occupied by Emigrant Hill Overlook Wayside.

14. Dyer Wayside - add name and symbol (State Parks with Picnic Facilities) to map as shown.

15. Wygant Park - change symbol to show State Parks without Picnic Facilities.

16. Viento Park - change symbol to show State Parks with Picnic Facilities.

17. Lindsey Creek Park - change symbol to show State Parks without Picnic Facilities.

18. Sheridan Park - change symbol to show State Parks without Picnic Facilities.

19. Clackamas River Recreation Area - add symbol for State Parks without Picnic Facilities as shown. Note: Wait until official name has been selected before adding to map.

CONSIDERATION OF PARK NAME

Existing Name	Size in Acres
LUCAS PROPERTY	860

Location

Two Miles Northwest From Estacada

Region of State	County	Township	Range	Section
Northwest	Clackamas	3 S	3 E	13,18,19,20,24

Local Names & Usage

CLACKAMAS - Name of county and river forming eastern boundary of property. Also name of Indian tribe which inhabited the area.
SPRINGWATER ROAD - County road which provides access to site. Also name of small, nearby village.
ESTACADA - Community across the river from the site.
RIVER MILL DAM - P.G.E. project at S.E. corner of site.
ESTACADA - Local community with name derived from Spanish meaning "staked out."

Key Natural Features & Recreation Interests

MOUNT HOOD - Distant view of Cascade Mountains
CLACKAMAS RIVER - Fishing, boating potential
VEGETATION - Ash, maple, fir, cedar, dogwood
HIGH BLUFFS - Topography along west side of property and east bank of river.
USE POTENTIAL - Camping, picnicking, fishing, boating, game areas

Type of Park

- ☐ State Park
- ☐ State Monument
- ☒ State Recreation Area
- ☐ State Wayside

Potential Names

CLACKAMAS RIVER STATE RECREATION AREA

CLACKAMAS CANYON STATE RECREATION AREA

Suggested Name

Mr. Shaw

RECEIVED
DEC 4 1968
HIGHWAY DIV.

SP*6470-734

FOR FILING

3-704

6780

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
December 27, 1965

RECEIVED
DEC 29 1965
LEGAL & RIGHT OF WAY

To: Memo to the File

SUBJECT: File No. 38940 - Tatum
Clackamas River Recreation Area
County Road
Clackamas County

Grantor was contacted today at the Provision Meat Co. in North Portland with an attempt to close the file out by obtaining an option.

Mr. Tatum had had time to talk this over with his wife, and it was apparent from our discussion that he did not know that they owned this property. However, he was not willing to settle with us until he and his wife have had an opportunity to carefully investigate the property. I tried to impress him with the necessity of getting this acquisition made and over with before we got heavily involved with I-205, but was unable to get any nearer a settlement at this time.

Grantor was willing to get word to me at his earliest convenience after having made careful survey of property.

O. D. RAWLINS

ODR:ap

cc Mr. G. E. Rohde
Mr. D. H. Moehring

NOTED
LLOYD P. SHAW

RECEIVED
DEC 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

This from Tatum Land.

RECEIVED
DEC 30 1965
FOR FILING

FORM E-SOS—GEN—1-65 SP*19102-754

3-1718
6810

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1965

SUBJECT:

To:

MEMO TO THE FILES

Mr. W. R. Aldrich, who owns a home on the Clackamas River opposite the Lucas property, was in this date and told me that property owners on the east side were forming a Water Control District. This is to be known as Clackamas Bend Water Control District, address Route 1, Eagle Creek.

He wanted to know if the State could join in this district. Told him I doubted it very much, but we would be interested in any development that might occur and would appreciate being kept informed.

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl

Koons to have Curt
Bryt keep an eye on
this situation
LVK 12/27/65

NOTED
LLOYD P. SHAW

RECEIVED
DEC 27 1965
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH H. FLETCHER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

3-3708
6880

4665

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 27, 1965

Mr. Roy R. Clark
2646 S. W. Davenport Court
Portland 1, Oregon

Assignment #466

Dear Mr. Clark:

This is in answer to your inquiry regarding the location of the north boundary of the tract of land acquired from Barney Lucas on the Clackamas River.

Our north boundary is the extension of the Z.C. Morton D.L.C. #46, extended easterly. This is in Section 13, not 1 as referred to in your letter.

Very truly yours,

L. V. Keene, Deputy
State Parks Superintendent

LVKehl
cc: L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
DEC 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

LICENSED ENGINEER
FOR OREGON AND
CALIFORNIA

ROY R. CLARK, C. E.
M. AM. SOC. C. E.
2646 S. W. DAVENPORT COURT
PORTLAND 1, OREGON
CA 3-3280

2322

DEC 8 65

December eight,
1965.

Mr. Charles Porter,
Assistant State Highway Engineer,
Salem, Oregon;

NOTED
D. TALBOT

Dear Sir;

According to a recent press release The State Highway Commission has purchased land on the left bank of the Clackamas River, below Estacada, for state park facilities. This is interesting property and has a feeling of being quite remote although it is relatively near areas of dense population.

As a property owner in the vicinity I am interested to know more exactly where the north line, (downstream), boundry of the new park property is located. Will you please indicate where the north boundry is with respect to the south line of section 1, T.3 S.R.3 E., W.M. Is it north or south of the section line and how far distant?.

Thanking you for this information, I beg to be,

Very truly yours,

Roy R Clark.

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1966
FORM E-80 BSM 5-65 SP*6670-734

3-3708
6880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1965

To: Mr. Floyd Query, Secretary
State Highway Commission

B U I L D I N G

SUBJECT: File 38375
Clackamas River Park Site
Clackamas County
Barney Lucas

According to the way we prepared the deed for Barney Lucas, the State is acquiring 847 acres, more or less, in Secs. 18, 19 and 20, T. 3 S., R. 4 E., W. M., and in Secs. 13 and 24, T. 3 S., R. 3 E., W. M., all in Clackamas County, Oregon, plus Lucas' interest in a 40-foot roadway easement.

The property being acquired by the State is subject to a 10-foot pipeline easement in existence with a reservation to the grantor of a 10-foot utility easement.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

EFS:ls

RECEIVED
DEC 15 1965

FOR FILING
3-3708
6880

NOTED
D. TALBOT

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1965

SUBJECT: Clackamas River Recreation Area
Barney Lucas Property

To:

Mr. David G. Talbot
State Parks Superintendent
OFFICE

NOTED
LLOYD P. SHARP

Aerial of Barney Lucas property before flood made by Delano, Portland, 1964. No marks on the photo indicating a file number. Well location is 3000' west of dam on south side of road.

Lucas does not have a plan for the golf course.

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl

We are getting

We will let
you know.
DT

Original returned To Talbot
12 14-65

RECEIVED
JAN 13 1966
FOR FILING

3-3708

6880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

1-a-2

Salem, Oregon
December 6, 1965

To: Mr. Floyd Query

Secretary

SUBJECT: AGENDA ITEM FOR DECEMBER 14
COMMISSION MEETING
File No. 38375-Lucas
Clackamas County Park Site
Clackamas County

AGENDA
DEC 14 1965
1a-2

Please place on the agenda the matter of confirmation by the Commission of the acquisition of 861 acres of land from Mr. Barney Lucas for park purposes.

The tract is located near Estacada in Clackamas County and the consideration is $255,000.

Mr. Simpson approved the transaction by phone on November 30, 1965 and Mr. Fridley by phone on December 1, 1965.

G. E. ROHDE
Chief Counsel

By D. H. Moehring
D. H. Moehring
Right of Way Engineer

DHM:SM
cc: G. E. Rohde

NOTED
FLOYD QUERY

RECEIVED
DEC 29 1965

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

3-3708

6880

Salem, Oregon
December 6, 1965

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Land Values
Barney Lucas Negotiation
File No. 38375
Clackamas River State
Recreation Area
Clackamas County

In connection with the subject negotiation, the following acreage, timber, building, and land values for the Barney Lucas property were obtained from the Clackamas County Assessor's office on Dec. 6, 1965.

1. Acreage 1,179.36+

2. 1955 Appraisal

	Assessed Value	1964-65 Tax Year True cash or market value
Buildings	$ 10,390	$ 41,560
Timber	670	2,680
Land	19,930	79,720
Total	$ 39,990	$123,960

3. 1965 Appraisal

	1965-6 Tax Year
Buildings	$ 38,050
Timber	2,670
Land	220,670
Total	$261,390

Paul E. Davies
Property Supervisor

PED:al

NOTED
LLOYD P. SHAW

Shaw

FORM E-302—80M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
December 1, 1965

RECEIVED
DEC 2 1965
LEGAL & RIGHT OF WAY

To: MEMO TO THE FILE

SUBJECT: File 38375 - Lucas
Parks
Clackamas County

This is with further reference to the subject transaction.

November 19, 1965. Mr. Shaw called me to advise that it was the Department's decision to hold entirely to the basic proposal for purchase as that set out in the original option and description.

November 22. On this date in a discussion with Mr. Shaw and because we had heard nothing from Mr. Lucas, it was agreed that I should return to Mr. Lucas all copies of the revised option and thereby declining his proposal. This was done by certified mail.

November 23. Again, I discussed with Mr. Shaw the vacuum that apparently has developed in this transaction. We agreed that if we did not hear from Mr. Lucas within the next 24 hours, I should proceed to contact Mr. Lucas and determine whether or not a purchase plan could be resolved within the basic formula on which the original option was drawn including complete restriction of access to the park property, and to determine the dollar value on which we could deal.

November 29. Not having heard from Mr. Lucas, I called him and after a 30 minute conversation, we agreed to a transaction on the original formula for a dollar value of $255,000.

Mr. Lucas and I met in my office at noon and mutually initialed the changes in the option document. The option was delivered to Salem at approximately 3 p.m. this date.

JOHN K. SCOTT

NOTED
LLOYD P. SHAW

JKS/v

cc Messers D. H. Moehring
G. E. Rohde
L. P. Shaw

RECEIVED
DEC 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REPRINTED
DEC 3 - 1965
FORM E-90 BOH 7-64 SP*6228-734
FOR FILING
3-3708
6880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1965

SUBJECT:

To: MEMO TO FILE

On November 26, Chairman Jackson discussed with me by telephone the proposed park acquisition from Barney Lucas. He asked that the matter be brought to a conclusion as promptly as possible and after some discussion, it was decided that the Right of Way Department would be asked to obtain an option containing no restrictions and at a price as closely in line with appraisals as possible.

On November 27, John Scott obtained an option for the area desired for the sum of $255,000. This was presented to Commissioner David Simpson November 30 by Right of Way Engineer Moehring and Mr. Simpson approved. I discussed the option with Commissioner K. N. Fridley by telephone this date and Mr. Fridley approved. It is now to be placed on the Right of Way Resolution for formal approval at the December 14 meeting.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Commission
Forrest Cooper
L. P. Shaw
Victor D. Wolfe
G. E. Rohde
D. H. Moehring

RECEIVED
NOV 24 1965
FOR FILING
3-3708
6-X-0

FORM E-20 DOM 7-64 SP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1965

To: MEMO TO THE FILE

SUBJECT: Barney Lucas Property

Pettijohn Engineering Company of Portland was employed to make a check of our survey of the Barney Lucas property insofar as the office work computation was concerned, to substantiate the acreages used in appraisals which had been made.

Pettijohn was employed as of November 2 and was called off the work on November 10 due to what appeared at that time to be an agreement with the property owner as to boundary and amount of payment. Pettijohn turned over to this office the results of its investigation which consist of a working plat of the Lucas property based on coordinates platted on 10 X 10 cross section paper; an envelope containing 1620 computer traverse computations and adjustments; one envelope containing deed records, Clackamas River meander line records, and excerpts from the Clackamas Assessor's office records; also, one envelope containing State Parks Division computation and field notes of the survey made by the Parks Division on the Lucas property.

In addition to recorded material, Milton Marin, who supervised the investigation work for Pettijohn, reported there is a strong probability that Lot 4, Section 13, Township 3 South, Range 3 East, actually extends southerly to the northeast-and-west one-sixteenth section line instead of terminating at the easterly line of the Z. C. Norton DLC.

Mr. Marin also indicated that the Parks Division traverse closed approximately six feet in nearly 41,000 and appeared to be within reasonable limits of accuracy. A check traverse run from the river level to the proposed property division line, roughly halfway between the north and south limits of the property, indicates that the approximate one in seven-thousand ratio of error was probably not completely factual, since a closure between the extremities of the check traverse mentioned previously shows a greater discrepancy in ratio than does the entire 41,000 feet.

There are insufficient data to check the probable location of greater discrepancy, but it is unlikely that it is of adequate magnitude to change the area significantly.

Maps, notes, and copies of Pettijohn correspondence are being returned to Parks Division for filing.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
David G. Talbot

FORM S-139

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

S Shaw

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
P. O. Box 4727, Sellwood Station
Portland, Oregon 97202

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 22, 1965

RECEIVED
NOV 23 1965
LEGAL & RIGHT OF WAY

Mr. & Mrs. Barney Lucas
Route 2, Box 600
Estacada, Oregon

File 38375 - Lucas
Parks
Clackamas County

Dear Mr. & Mrs. Lucas:

We are returning herewith the original and one copy of the Real Estate Option form which has been signed by yourselves under date of November 16, 1965. Attached to the Option are the Exhibit A as revised. We are also returning the voucher form drawn in the amount of $250,000 and signed by each of you.

These are being returned because the conditions set forth in Exhibit A are not acceptable to the Highway Department. We will present to the Highway Commission a Real Estate Option carrying the conditions as set forth in the original Exhibit A, which was submitted to you with the original documents.

Sincerely yours,

John K. Scott
District Right of Way Supervisor

JKS/v
enclosures

cc Messrs. D. H. Moehring
G. E. Rohde
L. P. Shaw
John W. Kendall

SEP
OFF
STATE

NOTED
R.L PORTER

NOTED
LLOYD P. SHAW

Salem, Oregon
November 8, 1965

Mr. Forrest Cooper
State Highway Engineer

O F F I C E

The Barney Lucas property acreages and assessed valuations were checked as of Monday, November 8, in the Assessor's office in Oregon City. The assessments are carried on 20 tax lots, which do not coincide with our proposed boundary. For this reason, it is impossible to give an assessed valuation of our proposed taking.

The total acreage carried by the Assessor's office on property under Barney Lucas' ownership is 1,117.45 acres. This includes an area which Pettyjohn Engineering questions as being legally owned by Lucas. However, Lucas has been paying taxes on this Lot 4, Section 13, which is in question.

Total acreage rounded	1,117 acres
Assessed value	$19,400
Market value	$78,000

Sale of properties to Lucas is carried by Deed Kenmeyer to Lucas, February 1964, $200,000.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ms

Pettijohn Engineering Company, Inc.

4145 N. E. CULLY BOULEVARD
PORTLAND 18, OREGON
TELEPHONE { AREA CODE 503
288-0901

November 5, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Lloyd P. Shaw, Assistant
State Highway Engineer

Gentlemen:

In reference to the furnishing of engineering services on the Barney Lucas property near Estacada as requested in your letter of November 4, 1965, the following rates will apply for work on this project:

Research, computing and conference time	$10.00 per hr.
Drafting	$ 7.00 per hr.
Three (3) man party for field survey work	$160.00 per hr.
IBM 1620 computer	$ 40.00 per hr.
Flexowriter (for data preparation)	$ 7.50 per hr.

per day this confirmed by telephone 11-8-65

Vehicle mileage will be charged at 0.10¢ per mile. Materials, such as maps, prints and field markers will be charged at invoice cost + 15%.

Thank you for this opportunity to work with your department.

Yours very truly,

PETTIJOHN ENGINEERING COMPANY, INC.

By N. W. Pettijohn

NWP:rm

Copies To Talbot
Mason
11-8-65

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV - 8 1965
OREGON
STATE HIGHWAY COMMISSION

November 4, 1965

Pettyjohn Engineering Co. Inc.
4145 N. E. Cully Boulevard
Portland, Oregon

Gentlemen:

This will confirm my request that you review the State Parks Division survey of approximately 861 acres of land on the Barney Lucas property near Estacada.

An examination of field records of the Parks survey, determination of procedures necessary to establish the property boundary where it is formed by the Clackamas River, and a mathematical check of area computations made by Parks will be minimum requirements.

In the event extensive field work is found to be essential to properly describe and determine the area in question, will you please check with this office before proceeding.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
David G. Talbot

FORM S-303—0000—11-61—40881

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1965

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer
O F F IC E

It is the instruction of the Highway Commission that we retain the Clackamas County Surveyor to survey the Barney Lucas tract or to take our notes and make his own determination as to the accuracy of the survey and the acreage enclosed.

Original signed
Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc Glenn L. Jackson
Kenneth N. Fridley
David B. Simpson

Lloyd P. Shaw
Victor D. Wolfe

C. Surveyor not immediately available and Deputy State Hwy office does not do private work. Pet Hyden Engr. engaged to do work.
Shaw

Shaw

RECEIVED
NOV 23 1965
FORM E-BOX—80M—1-66 SP*6418-734

FOR FILING
3-3708
GKRA

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

November 19, 1965

NOTED
LLOYD P. SHAW

RECEIVED
NOV 22 1965
LEGAL & RIGHT OF WAY

To: MEMO TO THE FILE

SUBJECT: File 38375 - Lucas
Parks
Clackamas County

This to supplement the record of the writer's relationships pertaining to the subject property.

November 17. Mr. Shaw called and advised me that the options which I had drawn for the transaction and left with Mr. Lucas have been rewritten by Mr. Lucas and his attorney, John Kendall, and were in the hands of Mr. Glen Jackson at his office. Mr. Shaw requested that I personally check up on these options, review them as to content, then confer with him.

In picking these up from Mr. Jackson, he expressed himself to the effect that he had advised Mr. Lucas and his attorney that he was turning this entire matter over to the staff for all further decisions, that he did not wish to discuss it further with anyone until the staff presented the purchase proposal to the Highway Commission. Mr. Jackson further suggested that I should talk with Commissioner Dave Simpson before meeting with Mr. Lucas or his attorney.

November 18. The earliest appointment possible with Mr. Simpson was 11:00 a.m. this date. Mr. Simpson expressed himself as feeling that the purchase of the property had merit providing the details of the transaction could be resolved to the satisfaction of the Department, and that I should proceed in a negotiation with these factors in mind.

At 1:30 p.m., I met with Mr. Lucas and Kendall in the latter's office. Mr. Lucas firmly refuses to sell with complete restrictions of access covering the descriptions as originally drawn for the agreed upon area. His point of contention being that he must have access from his remaining property to the north-south road which would be our western boundary.

He takes this position on the basis that if he is denied access to this roadway, he would be faced with "a $25,000 cost to build a parallel dead-end road north and south through the center of the remainder".

He would be agreeable to the transaction if we would move our western boundary to the east side of the north-south road, southerly of a point which would allow us to bring our roadway system down to the present Y, easterly of the school property. We would completely restrict access on our property lines. Thus, Mr. Lucas would retain title to the existing roadway southerly of this point. He would then be able to access his remainder to this roadway with final access to the county road via the roadway at the southerly end of his remainder.

Mr. Lucas also is asking for an easement for utility lines across our entrance road, 960' easterly of the county road.

All of the foregoing has been transmitted by telephone to Mr. Shaw and Mr. Moehring.

JOHN K. SCOTT

JKS/v

cc Mr. D. H. Moehring
Mr. G. E. Rohde
Mr. L. P. Shaw

RECEIVED
NOV 22 1965
OFFICE OF
STATE HIGHWAY ENGR

RECEIVED
NOV 22 1965
FOR FILING

113-3708
6880

Salem, Oregon
November 19, 1965

Barney Lucas Property
Clackamas County

Mr. John K. Scott
Right of Way Supervisor
Portland

Upon the instructions of Mr. Cooper, following the Highway Commission meeting this date, I am relating orders in regard to your contact in the immediate future with Barney Lucas or his attorney.

The State's offer is to be in the amount of $250,000 for 861 acres, based on the boundary which had been previously staked and marked for the use of appraisers and staff and which includes within the proposed taking a private road constructed by Lucas.

In return for $250,000, Lucas is to provide clear title to the 861-acre tract, excepting utility easements which may be in existence thereon, and with the possible exception of a ten-foot easement for a pipe line Lucas claims is in place 960 feet northeasterly from the main county road and across what would be the park entrance road. There shall be no access permitted from the remaining Lucas properties to the roadways which would be included in the purchase.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
D. H. Moehring

RECEIVED
NOV 18 1965
FOR FILING

Shaw

3-3708

6&2C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 15, 1965

RECEIVED
NOV 16 1965
LEGAL & RIGHT OF WAY

To: MEMO TO THE FILES

SUBJECT: File No. 38375 - Lucas
Clackamas County

November 9, 1965: Mr. Moehring called me to say that the Commission had given tentative approval to proceed with the optioning of the Lucas property, 861 acres, for $250,000, and that I would be delivered a description to be used for the transaction.

Mr. Shaw called me to say that Pattijohn Engineers were writing the description and were delivering it to me. Mr. Milton Merrin delivered photo copies of many deeds and other documents to me which we then had to type into a form of description.

Late in the afternoon, I called Mr. Lucas and advised him that we were in the process of preparing an option for the transaction, and I wish to clear the details for same. I told him that we desired an 80' right of way for the access road. He stated that if we were going to demand an 80' right of way, he would call the whole deal off, that he had last week concluded the transaction with the school district, and he would not now attempt to change that deal as an 80' right of way would require. I told him that we would ask him to pay all 1965-66 taxes. He told me that he had discussed this with Mr. Cooper and that taxes would be prorated. Mr. Lucas told me that there were a number of things wrong with our survey of the west boundary of the property, and that these would have to be corrected before he would deal with us. Mr. Lucas contended that we were getting more like 900 acres rather than 860. Mr. Lucas agreed to pay cost of title insurance.

I discussed all of the foregoing with Mr. Shaw who told me to proceed on the access road as described by the survey, to prorate taxes as of the date of possession, and Mr. Shaw felt that the survey was materially correct, sufficiently so to be used for an option purpose, and that we would, by survey or otherwise, resolve any questions at issue by actual survey, if necessary, before the deed was drawn. When one of the foregoing was accomplished, we then would compute the areas being acquired to resolve the actual area.

NOTED
LLOYD P. SHAW

November 10: We completed writing of the description, prepared option, and delivered same at approximately noon of this date. In a conversation with Mr. Lucas, he asked that we set up in the option and identified by location to be carried in a deed the rights for twelve 1" water connections from the South Forks water district's 18" line which crosses the property on a diagonal. Such connection rights, based on the 18" location, would need cross State-owned property varying from a few feet to as much as 500'. I told Mr. Lucas that I would urge the Department to deny any such commitments in the deed. He asked me to clear this with my superiors.

November 12: I discussed the foregoing with Mr. Shaw who advises that such connections could be highly detrimental to the free use of the land by the State, and that we would be opposed to such crossings of State-owned land.

Mr. Lucas called me and said that Pacific Title Insurance Company felt that there were a number of references in our description which raised questions or were of a type that they would not write title insurance based on the descriptions. He asked that I meet with him at the title company's office at 10:30 A.M.

We met at the title company; and after much discussion, agreed that we could use the descriptions for the purpose of the Real Estate Option. However, we did agree that the following things should be done before a deed was drawn and where they applied to be included in the deed descriptions language:

1) That a survey be made to write metes and bounds description for the westerly boundary of the property starting at the most easterly point of the school district property to run southerly to the southwesterly corner of the property.

2) That a resurvey be made of our westerly line lying mostly within Lot 13 to move the most easterly corner lying just inside Lot 13 approximately 33' easterly thence northerly to an iron pipe to move this line out of the barnyard and outside of a fence line belonging to Mr. Lucas.

3) To insert in our description a deed reference to a 10' easement to the school district for a water line running easterly from the easterly corner of the school district property.

4) By deed reference to accept from the property being acquired the Lucas "homesite" property.

5) To supplement our legal description by adding Parcel 1 and Parcel 2 headings.

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4) By deed reference to accept from the property being acquired the Lucas "homesite" property.

5) To supplement our legal description by adding Parcel 1 and Parcel 2 headings.

Mr. Don Jolly of Pacific Title is going to make further detail studies of the description and maping so that our Title Attorney should meet with Mr. Jolly before final writing of the deed description.

Mr. Lucas again brought up the request for twelve 1" water connections. I advised Mr. Lucas that we would not agree to such connections because of the extent to which they would restrict the use of the park property and the many problems which would be involved in the maintenance of these lines. I further told him that if and where the 18" main was against the property line so that no crossing of State property was involved, that upon proper application by the water district, we would probably grant connection rights. After some rather heated discussion, Mr. Lucas stated, "Then we will drop that matter."

At approximately 2:15 P.M., Mr. Lucas called me from the office of his attorney, John Kendall, to say that his attorney in reading the option felt that we were restricting him from having access to the road running southerly from the east corner of the school property. I assured him this was correct, that we had placed full restrictions of access on all boundaries of the park property, including the road way connection to the county road. Mr. Lucas stated that his entire plan of development of his remaining property involved access connections to this roadway for his plottage lying southerly of the school property and westerly of the roadway.

I called Mr. Shaw and advised him of this latest idea and Mr. Shaw agreed with me that we could not allow access to this road without literally underwriting Mr. Lucas's subdivision and putting the Parks Department in the position of having to maintain a public street for private use forever. I called Mr. Lucas and advised him that we would hold to complete restrictions of access. He asked me who "we were", and I told him I had discussed this matter with Mr. Shaw. He said, "All right, we will either accept this or do something about it."

JOHN K. SCOTT

JKS/v

cc Mr. G. E. Rohde
Mr. D. H. Moehring
Mr. L. P. Shaw

RECEIVED
NOV 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1965
FOR FILING
3-3708
6880

November 11, 1965
Salem, Oregon

Mr. C. H. Maison
Controller

In connection with appraisals made on the Barney Lucas property near Estacada in Clackamas County, for a possible acquisition as a state park, it was necessary to have engineering services performed by an independent, qualifying firm.

This work was done by Pettijohn Engineering Company, Inc., Portland, beginning November 2 and terminating in a verbal report to my office, November 10.

A list of the time and charges, in various categories, is carried on the Pettijohn invoice number 18514 which is attached.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
R. L. Porter

INVOICE NO. 18514

Pettijohn Engineering Company, Inc.

4145 N.E. CULLY BLVD.
PORTLAND, OREGON 97218
TELEPHONE 282-0901

November 10, 1965

TO State of Oregon

State Highway Department

Salem, Oregon 97310

Attention: Mr. Lloyd P. Shaw

For furnishing engineering services on the Barney Lucas property near Estacada.

Research, computing and conference time 30 hrs. @ $10.00 per hr.	$ 300.00
Drafting, 61½ hrs. @ $7.00 per Hr.	430.50
IBM-1620 computer, 5½ hrs. @ $40.00 per h.r	220.00
Flexowriter, 8 hrs. @ $7.50 per hr.	60.00
	$1,010.50

Approved
Asst. State Hwy. Engr.

RECEIVED
NOV 12 1965
FOR FILING
3-3708
6880

Salem, Oregon
November 10, 1965

Barney Lucas Property
Clackamas County

Mr. Forrest Cooper
State Highway Engineer

I am advised that an option covering our proposed taking from Barney Lucas was in Mr. Lucas' hands as of 12:15, November 10. Mr. Lucas indicated he wished to examine the option and to have his attorney also inspect it before signing it.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

RECEIVED
NOV 10 1965
FOR FILING

3-3708

6880

To: MEMO TO FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1965

SUBJECT:

On the evening of November 8, a meeting was held in the Clackamas County Courthouse to discuss the purchase of the Barney Lucas property. Attending were:

John J. Inskeep, State Senator, Oregon City
Tom Monaghan, State Senator, Milwaukie
Dale Harlan, State Representative, Milwaukie
Richard E. Groener, State Representative, Milwaukie
Beulah Hand, State Representative, Milwaukie
Juanita Orr, State Representative, Lake Grove

Stan C. Ely, Chairman, Clackamas County Board of Commissioners
Darrell Jones, County Commissioner
Stan S. Skoko, County Commissioner

Glenn L. Jackson, Chairman, State Highway Commission
Kenneth N. Fridley, Highway Commissioner
David B. Simpson, Highway Commissioner

Forrest Cooper, State Highway Engineer
Lloyd P. Shaw, Assistant State Highway Engineer

Maps were displayed and the proposed purchase was explained to the group by Chairman Jackson, after which questions were asked, which were answered by the Highway Commission or the State Highway Engineer.

After discussing the matter at some length, the group unanimously gave approval to the purchase of the 861-acre (more or less) tract for a purchase price of $250,000.

Forrest Cooper
State Highway Engineer

FC:fn

Highway Commission
cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
Ralph Sipprell
David Talbot
H. S. Cox
D. H. Moehring

Unanimous approval on
State Park program for Clackamas
County by Oswego State Hy Comm

Sly Lyman of Bd Clack Co Comm
Stan Skeen Co Comm
Tom Monaghan - State Senator
John J Dreaper " "
Dale Harlan State Representative
Richard E. Troeger " "
Bernard Hand State Representative
Carl Ries Clackamas County Commissioner
Juanita Orr State Representative

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FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
D. TALBOT

Salem, Oregon
November 2, 1965

SUBJECT: Clackamas River Recreation Area
Clackamas County
R/W File #38375

To:

Mr. David G. Talbot
State Parks Superintendent
OFFICE

From information obtained by telephone on October 28, 1965 from Clackamas County Recorder's office; the U. S. Army Engineers, Portland; The Clackamas County Engineer and Surveyor's office; Mr. Panissidi, State Land Board; Mr. Carver, State Engineer's Office; and an examination of R/W File #38375, about the land involved in the proposed Barney Lucas negotiation, the following report is submitted:

1. Relative to determination of the Lucas property line by the Clackamas County Surveyor, and whether the state survey of 861 acres falls within the external boundaries of that property, was advised that the County Surveyor is on vacation until November 3, 1965, and there is no one in authority to arrange a survey.

2. Relative to land values of the Lucas property on 1101.76 acres, the Clackamas County Recorder's office and the title report submitted by the Pacific Title Insurance Company, dated October 13, 1965, show taxes in the amount of $1,818.12, an assessed value of $19,100 and a true cash value, or market value, of $76,400. In addition to this, the report shows an assessed value of $760 with a true cash or market value of $3040.

3. Relative to transactions involving the Barney Lucas property, Mr. Rod J. Henry, Right of Way District Appraiser, states:

(a) 1253 acres sold by Mr. Knight to Mr. Kammeyer, December 1961, for $197,500.

(b) 1253 acres sold by Mr. Kammeyer, February 1964, to Mr. Lucas for $200,000.

(c) 54 acres sold by Mr. Smadbeck to Lucas, February 1964, for $11,000. (Sale included 400 MBF of Douglas Fir that recently was sold for approximately $10,000.)

NOTED
LLOYD P. SHAW

4. Relative to the ownership of the Clackamas River, the U. S. Army Engineers, the State Engineer and State Land Board, agree that it is not a navigable stream above 82d Street and is free to the general public as a public easement. The rise and fall of stream generated by the power dams is required by law to be posted.

5. Relative to the boundary line of the Lucas property along the river, the description reads: "Along the meander line of the Clackamas River."

Paul E. Davies
Property Supervisor

PED:hl

RECEIVED
OCT 29 1965
FOR FILING

3-3708

6880

Salem, Oregon
October 28, 1965

R. L. Porter
Deputy State Highway Engineer
O F F IC E

It is the instruction of the Highway Commission that we retain the Clackamas County Surveyor to survey the Barney Lucas tract or to take our notes and make his own determination as to the accuracy of the survey and the acreage enclosed.

Forrest Cooper
State Highway Engineer

FC:fm

cc Glenn L. Jackson
Kenneth H. Fridley
David D. Simpson

Lloyd P. Shaw
Victor D. Wolfe

RECEIVED
OCT 28 1965
FOR FILING
3-3708
6880

Salem, Oregon
October 28, 1965

Barney Lucas Property
Clackamas County

Mr. David G. Talbot
State Parks Superintendent

This confirms our telephone conversation of October 28 in regard to further survey work on the subject property.

Please secure the services of the Clackamas County Surveyor at the earliest possible date; have him contact our field personnel on the ground so that they may show him definitely the points used as boundary control.

If the County Surveyor finds no fault with the external boundaries of the Lucas property (the deeded limits), please have him check the area within the limits we have used to designate approximately 861 acres. The arbitrary line for the internal boundary which we have established, he should not change in any way. Only if our people have failed to properly indentify the actual Lucas property lines should there be any alteration in the points used. A determination of the area which we have designated as 861 acres is the intent of this work.

Please give this every consideration, that it may be expedited as much as possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter

RECEIVED
OCT 27 1965
FOR FILING
3-3708
6881

Salem, Oregon
October 27, 1965

Barney Lucas Property
Clackamas County

Mr. Forrest Cooper
State Highway Engineer

A letter under date of April 16 to Mr. Porter from Mr. Cooper, states that contact between Mr. Lucas and Mr. Jackson had occurred and Mr. Lucas had offered to sell approximately 1000 acres for $250,000.

A preliminary investigation was submitted by the Parks and Recreation Division staff under date of April 27. The report favors purchase.

A discrepancy in the Lucas assumption that 1000 acres was available was made known to Mr. Lucas and recorded in your memorandum of May 18 in which was stated that the acreage appeared to be nearer 700 acres than 1000.

Under date of June 4 Mr. Lucas advised the Highway Commission of his willingness to sell 1000 acres, approximately, for $250,000 and stated his desire for immediate action in regard to State purchase.

At the August 23 Commission meeting Mr. Jackson ordered that the Parks and Recreation Advisory Committee be requested to inspect the property at an early date. Only two members were able to include the inspection with their other work.

Mr. George Ruby of Portland submitted a favorable report under date of September 2, recommending, however, that high-value land in the upper part of the Lucas holdings be considered for resale.

Mr. Don McGregor, Grants Pass, inspected the property August 26 and later advised me verbally that it was his opinion it was an excellent property for park purposes and only the question of price need enter into a decision of its acceptability.

Mr. McGregor did feel that some of the high-level land Mr. Lucas had requested be included in our acreage was better suited to residential development than park purposes, and that possibly it should either be deleted from any acquisition or disposed of by the State if acquired at a favorable price.

In addition to the Ruby and McGregor opinions based on inspections made in August, Mr. P. M. Stephenson had been over the property several months earlier and had expressed his approval of acquiring the Lucas property.

At the August 9 meeting of the Parks Advisory Committee at Pendleton, the Committee voted unanimously to endorse the Lucas property project.

On August 17 Mr. John Scott, Division I Right of Way Supervisor, extended the offer of $185,000 to Mr. Lucas, for 361 acres, based on revision of a fee appraisal made by Mr. M. O. Gainer. The revision had been received by telephone and arrived at through a reduction by 30 acres of the area considered in Gainer's original appraisal.

At a later date Mr. Gainer reconsidered and changed this reduction to a lesser amount, thereby increasing the appraised value to $200,000.

As a check on the staff and fee appraisals which now agreed in round figures at $200,000, Don Wilcox and Associates of Bellevue, Washington, was authorized to make an appraisal of the same tract covered by Mr. Gainer and staff appraisers. Wilcox' original figure was $300,000, which upon review was scaled down to $211,000. Your letter to me October 22 indicates the information on the foregoing appraisals was given to the Commission on that date.

Copies of John Scott's memoranda to the files from August 17 to October 21 are attached for your information. In general, this covers Mr. Scott's contacts with Mr. Lucas throughout that period. A copy of my memo of September 3 in regard to Mr. McGregor's verbal report on the Lucas property, and George Ruby's September 2 written report are also included. The other item from the files being submitted is Mr. Lucas' letter to the Highway Commission, dated June 4, stating his offer and his request for expediting purchase of the property.

Lloyd P. Shaw
Assistant State Highway Engineer

Attachments
LPS:ajw
cc R. L. Porter

OREGON STATE HIGHWAY DEPARTMENT

APPRAISAL REVIEW
original ☐ revision ☐

Date of Review: October 19 19 65

Area: 661 ACRES

File No: 30375
Name: BARNEY LUCAS
Unit:
Section: PROPOSED PARKSITE
Highway: ESTACADA
County: CLACKAMAS

Access for Remainder: NO CHANGE (NOT INVOLVED).

As of this date, the appraisals on this file are as follows:

LOUIS C. GROTHAUS	10-19-65	$ 211,000
DONALD A. WILCOX	10-14-65	300,000
M. O. GAINER	9-24-65	195,500

I have examined the above appraisals, viewed the subject property, the market data, and other pertinent information submitted. It is my opinion that the just compensation for the taking, including damages to the remainder, if any, is: $ 211,000

Allocated as follows:

Land	$ 211,000
Improvements	$
Damages	$
	$
	$
	$
TOTAL	$ 211,000

It appears that there is sufficient appraisal background and documentation to support the appraisals. I have taken the following steps to secure clarification or support where needed:

ALL THREE APPRAISALS SHOW A GREAT DEAL OF RESEARCH AND EFFORT. THE PRESENTATION AND DOCUMENTATION IS COMMENSURATE WITH THE PROBLEM.

MR. WILCOX IN MY OPINION HAS NOT MADE PROPER CORRELATION WITH COMPARABLE SALES. ALL SALES CITED ARE MUCH SMALLER AND HAVE PAVED COUNTY ROAD FRONTAGE.

SALE NO. 1 IS A SALE OF THE SUBJECT PROPERTY. HOWEVER, IT INCLUDED THE CHOICE CLEARED UPPER PLATEAU VIEW PROPERTY. THIS PORTION CONTAINS THE IMPROVEMENTS AND FRONTS ON THE PAVED COUNTY ROAD AND IS BEING RETAINED BY THE OWNER.

SALE NO. 2 INVOLVES A PORTION OF THE SUBJECT TAKING. THE VALUE OF THE TIMBER WHICH HAS BEEN REMOVED IS ALLEGED TO HAVE BEEN $12,000 AND EXCEEDS THE PURCHASE PRICE. WE ARE ACQUIRING THE STUMP LAND.

SALE NO. 5: LOCATION, TOPOGRAPHY AND ACCESSABILITY SUPERIOR TO SUBJECT.

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SALE NO. 8: MOSTLY CULTIVATED FARM LAND ON A PAVED COUNTY ROAD. THE EXISTING IMPROVEMENTS ARE GIVEN NO CONSIDERATION BY MR. WILCOX. THERE IS A HOUSE, BARN AND OTHER BUILDINGS AND A WELL WHICH I WOULD ASSIGN A VALUE OF $5,000, BRINGING THE

Date of Review: [illegible] 19[illegible]

File No: 38375
Name: BARNEY LUCAS
Unit:
Section: PROPOSED PARKSITE
Highway: ESTACADA
County: CLACKAMAS

Area: 861 ACRES

Access for Remainder: NO CHANGE (NOT INVOLVED).

As of this date, the appraisals on this file are as follows:

LOUIS C. GROTHAUS	10-13-65	$ 211,000
DONALD A. WILCOX	10-14-65	300,000
M. O. GAINER	9-24-65	195,500

I have examined the above appraisals, viewed the subject property, the market data, and other pertinent information submitted. It is my opinion that the just compensation for the taking, including damages to the remainder, if any, is: $ 211,000

Allocated as follows:

Land	$ 211,000
Improvements	$
Damages	$
_____	$
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TOTAL	$ 211,000

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SALE NO. 11: LOCATION, ACCESS AND TOPOGRAPHY NOT COMPARABLE; FAR SUPERIOR TO SUBJECT. IT IS UNDERSTOOD THAT THE ROY HOUCK CONSTRUCTION COMPANY IS TAKING ABOUT 800,000 TONS

(CONTINUED)

REVIEWING APPRAISER

Copy to Com.
10-22-65

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2. I BELIEVE THAT $1 PER LINEAL FOOT IS AN EXTREMELY UNREALISTIC ESTIMATE FOR IMPROVING THE EXISTING ROADWAY. A HARD-SURFACE ROAD, WHICH I FEEL IS IMPERATIVE, MAY COST MORE NEARLY $5 PER LINEAL FOOT. A GRAVEL STEEP-GRADE ROAD WOULD BECOME WASHBOARDED AND REQUIRE MUCH MAINTENANCE UNDER HEAVY TRAFFIC.

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MR. GROTHAUS' AND MR. GAINER'S APPRAISALS ARE BOTH WELL DOCUMENTED, CORRELATED AND WITHIN THE RANGE OF MARKET VALUE; THUS MY SELECTION OF MR. GROTHAUS' APPRAISAL.

MARVIN V. HART
REVIEWING APPRAISER

MVH:MC

Mr. Shaw

FORM E-30X—60M—1-58 SP*0410-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

September 14, 1965

RECEIVED
SEP 15 1965
LEGAL & RIGHT OF WAY

To: MEMORANDUM TO THE FILE

SUBJECT: Barney Lucas Property
Proposed State Park
Estacada

8-17-65

Discussed with Moehring - said survey records 861 acres in proposed taking. Based on appraisal my offer will be $185,000. This by reducing the appraisal ($200,000) by 30 acres at $500.

Called Lucas who said he was coming to town anyway and would stop by my office.

Later Lucas in office - we immediately had a serious difference as to the net acreage. He had told our surveyors to set out 1,000 acres in the survey.

I called Shaw and informed him of our problems. After discussion he advised Lucas that L. V. Koons and James Kuhn would meet Lucas at his home tomorrow a.m.

Lucas also said he had agreed with Cooper and Jackson to deliver 1,000 acres - which he would do - for a price of $275,000. He was also firm on the price.

I told him that all indications were even with a revised appraisal of increased acreage that we would not come up to $275,000 and I felt he should make up his mind on this point before either party spent more money and time. He agreed. He also inferred he would talk to Mr. Jackson or Cooper. He said he has recent sales at $1,000 per acre to support higher values.

8-19-65

In a discussion with Moehring we agreed that any further action would need be delayed until we had aggurate maps and areas to be used by the appraisers.

Copy in Gen Files

September 14, 1965

8-20-65

Bob Smith of the Parks Department called to say that Lucas had asked that I have an appraiser go over the ground with Lucas and Smith. I called Gainer, who was out of town, and told Smith the best we could do was to wait for his maps and work from them.

8-25-65

I called Mr. Oakes and was referred to Mr. Koons to inquire as to the status of maps, and was told they would not be available before the 1st of the week. I asked him if he could at least furnish me aerials with a rough outline of the proposed area. He said he would get those in the mail to me this date.

8-26-65

Advised Koons that I had not received the maps, and he told me they were late in being mailed. I talked with Grothaus regarding his appraising the property, and he agreed to make himself available as soon as we received the maps.

8-27-65

Koons called and said because he had hoped to get out a map drawn from the survey that he had held up mailing me maps, but would put them in the mail today; that he was computing the area and would call me Monday with the area of the survey.

Later Lucas called pressing for action. I called Grothaus, who agreed to meet Lucas on the property, go over the property with Lucas, and be that much nearer writing his appraisal.

Gainer will be back in town Monday 8-30-65. Lucas again stated he would accept $275,000 for the new area.

8-30-65

Koons called to say he had mailed maps Friday on the Lucas property, that the area was 955.37 acres. Talked with Grothaus and Gainer, who will be doing field work today on their appraisals.

September 14, 1965

8-31-65

Handed Grothaus aerials and survey metes and bounds map on the property.

Shaw called to inquire the status of our negotiations. Told him appraisals were being written.

9-1-65

Received the second and most accurate set of maps on the property. Received memo from Holt telling me not to make any offer on the property until further authority. Appraisals should be in 1st of week.

9-3-65

Holt called regarding status of appraisals and an exchange of information.

9-7-65

At my request Grothaus and Gainer met in my office at 8 a.m. for a brief review of their findings and thoughts relative to their appraisals. They each agreed that they should have arrived at a value by tomorrow.

Later talked to Holt and also Shaw regarding everything up to date and some thoughts in the future.

9-8-65

Grothaus and Gainer advised me of their value conclusions. I informed Holt. Later Moehring advised me of the formula to befollowed in making an offer to Lucas. I called Lucas, but no one answered the phone.

9-9-65

From 10 a.m. to 2 p.m. I spent in the field with Grothaus going over every accessible foot of the Lucas property as outlined by the survey. While on the property Lucas contacted us and we set an appointment to discuss the proposed purchase for 10 a.m., Monday, September 13.

September 14, 1965

9-10-65

Discussed all the foregoing and all details with Moehring and Rohde.

9-13-65

I met with Lucas and son, Jim, in my office for a two-hour discussion. At the conclusion we agreed that I would advise my superiors of Lucas' firm offer as follows:

(1) That the State pay Lucas $250,000 for the entire area as mapped approximating 955 acres.

(2) That Lucas warranty deed the said land free and clear of all encumbrances, and including an 80-foot right of way or road connection on the northerly side and a 60-foot right of way for road connection on the southerly side.

(3) Lucas to pay all taxes for the fiscal year 1965-66 and to pay all title insurance costs.

Lucas preferred the transaction to be dated as of October 1, 1965. He also stated that he has a verbal agreement with Mr. Jackson, commissioner, that in addition to the $250,000 the State will pay $25,000 as a pro rata share of additional development expenses expended by Lucas during the summer months.

The foregoing was communicated to Hold and Shaw in a meeting in Shaw's office this date.

JOHN K. SCOTT

JKS:jl

cc Mr. L. P. Shaw
Mr. G. E. Rohde
Mr. D. H. Moehring

RECEIVED
SEP 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 28 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

3-3708

6x80

Salem, Oregon
October 25, 1965

SUBJECT:

To: ~~MEMO~~ TO FILE

Chairman Jackson has asked that we hold a meeting re the Barney Lucas matter in his Portland office on October 27 at ~~2:30 p.m.~~ 4 P.M.

Mr. Shaw: Please furnish to me whatever information you have that has not already been furnished, plus anything that involves the Parks Advisory Committee or individual members with respect to this proposal.

Mr. Jackson has asked that we contact Commissioner Fridley.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

NOTED
FORREST COOPER

RECEIVED
SEP 7 - 1965
FOR FILING 7-64 SP 6226.734

3-3708

6880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1965

SUBJECT: Barney Lucas Property

To: MEMO TO THE FILE

Mr. Donald McGregor, Member of the State Parks and Recreation Advisory Committee, was in my office September 1 and reported on his inspection of the Barney Lucas property made Thursday, August 26.

He is enthusiastic in regard to the property's desirable features for park use but feels that the high land recently included in Mr. Lucas' proposal is more suitable for residential development than for park purposes. His suggestion in this regard was that possibly if acquired by the State, the approximately 95 acres falling in this category, could be disposed of at no loss.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
David G. Talbot

RECEIVED
OCT 25 1965
FOR FILING
3-3708
6880

October 22, 1965

Oregon State Highway Commission

Gentlemen:

I recently instructed Lloyd Shaw to send to you copies of our appraisal review on the Harney Lucas property.

Mr. Shaw is not in the office this date nor is his secretary; therefore, I am unable to determine if Mr. Shaw sent the data to you.

I am attaching a copy for your information.

Very truly yours,

Forrest Cooper
State Highway Engineer

Fc:fh

Encl.

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

(Copy to Mr. Jackson's Portland Office)
Original to Medford

RECEIVED
DEC 4 1968
SP-6418-734

FOR FILING

3.3708
688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
October 22, 1965

RECEIVED
OCT 25 1965
LEGAL & RIGHT OF WAY

To: MEMORANDUM TO THE FILES

SUBJECT: File No. 38375 - Lucas
Parks
Clackamas County

This is written for the purpose of recording the activity on this file since my memo written under date of September 14.

9-14-65

Mr. Lucas called to inquire what action the State was taking on our discussion of yesterday. I advised him that all matters were in the hands of Mr. Shaw for such action as the State Highway Department might take.

9-16-65

Mr. Lucas called again to ask the status of the transaction. I called Mr. Shaw, who advised me that he doubted if a decision would be made immediately.

9-20-65

Mr. Moehring called me and asked me to contact Mr. Carroll Hall, appraiser in Seattle, to see if he was available to appraise the Lucas property. I called Mr. Hall, and he stated that he could not possible get the report out before December 1. I advised Mr. Moehring, and he felt this was much too late and he would be in touch with me later as to possible appraiser.

9-21-65

Mr. Shaw called me as to my understanding of the accurate area of the Lucas property which the State would desire to acquire. We agreed there was some question involving at least 20 acres and Mr. Shaw felt he should have Bob Smith check out the acreage in question.

9-22-65

Bob Smith called to say that he had been asked to resurvey the Lucas property, and he and I reached an understanding as to the area to be resurveyed. Mr. Moehring called and asked me to employ LeRoy Draper to appraise the property. I called Draper, who disqualified himself because he has vested interests in property with Mr. Lucas. I called Lou Grothaus and asked him

Copy To
Gen Files
10-25-65

to hold up his appraisal until the resurvey by Bob Smith was completed. I advised Mr. Moehring of the Draper decision, and he authorized me to call Don Wilcox & Associates, Bellevue, Washington, and retain them to appraise. I called Wilcox, who agreed to complete the appraisal by October 15 and agreed to meet with me in my office Friday, September 24. Mr. Shaw called asking for the history behind our offer of $185,000 for 861 acres (see my memo of September 27).

9-24-65

Bob Smith brought print of Most recent survey of the Lucas property. Met with Don Wilcox in my office and discussed appraisal of property, handed him copy of recent survey. Mr. Wilcox went from my office to the Lucas property with Bob Smith for a field inspection of the property.

9-27-65

Mr. Moehring authorized the employment of Don Wilcox & Associates to appraise the property. Advised Wilcox.

9-30-65

Mr. Lucas called to inquire of the status and progress of the Wilcox & Associates appraisal. Advised him they were working on it.

10-1-65

Stewart Clark of Wilcox & Associates in office to discuss work on the appraisal of the Lucas property.

10-4-65

Clark called at my home to make appointment for a meeting with he and Mr. Wilcox tomorrow.

10-5-65

I met with Stewart Clark and Don Wilcox in my office and we discussed the appraisal of the property, the difficulty in finding any comparables of like acreage. Wilcox asked my permission to use the transaction of some similarity which had occurred in Washington. I told him that the Washington transaction was truly comparable, I saw no reason not to use it. Mr. Wilcox asked at this meeting if he could have longer than October 15 to complete the report. I advised him that time was of the essence, and I felt that our agreement was binding to deliver the appraisal by October 15. He agreed to do so.

10-14-65

Stewart Clark called from Seattle to say that their appraisal would be in the mail this date at a total value of $300,000.

Parcel 1 - $290,000
Parcel 2 - 10,000

Mr. Lucas called and asked if we had received the Wilcox appraisal. I told him no, and he said that he had called hoping we had received it because they had told him it would be in our hands by the 15th.

10-15-65

Mr. Lucas called to ask if we had received the appraisal. I told him that we had. He asked when I thought we would be contacting him to make any offer. I told him possibly by the middle of next week.

10-18-65

Mr. Shaw called to inquire about the Lucas appraisal. I told him that the Wilcox appraisal was in, and I assumed was being reviewed. I also talked with Mr. Moehring on the same subject.

10-20-65

Mr. Lucas called to ask if we had made up our minds. I told him I would check with Salem, and he agreed to call me back later in the day. I talked with Mr. Moehring, who authorized me to make Mr. Lucas an offer of $211,000 for the property. I met with Mr. Lucas in my office and made such an offer. Mr. Lucas' response was, "You may tell them that my answer is a flat no; that I am not mad at anyone; and you have possibly done me a real favor by making me an offer that I would turn down." There was considerable more discussion, but all the same thing. Mr. Lucas did ask that the $211,000 offer be made in writing. I advised Mr. Moehring of the above, and he felt we should delay temporarily putting the offer in writing. Later Mr. Shaw called and I materially gave him the same report of the foregoing.

10-21-65

Mr. Lucas "dropped into my office" to ask if I "had come up with any new ideas." I told him no - that the State's offer had been made. Along with many other references Mr. Lucas did say that he felt the Wilcox appraisal was at least $300 an acre average, and he believed it was nearer $400 an acre average; that he wondered how the Commission could ignore the Wilcox appraisal and his own appraisal, which he had furnished the Commission. He inferred that he might ask the Commission to themselves review the appraisal. He again stated that his price for the property was $250,000. I advised Mr. Moehring and Mr. Shaw of this discussion with Mr. Lucas

John K. Scott
JOHN K. SCOTT

JKS:jl

cc Mr. L. P. Shaw
Mr. O. E. Rohde
Mr. D. H. Moehring

RECEIVED
OCT 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1965

OREGON STATE HIGHWAY DEPARTMENT

FOR FILING

APPRAISAL REVIEW

original ☐ revision ☐

Date of Review: OCTOBER 19 1965

Area: 061 ACRES

File No: 38575
Name: BARNEY LUCAS
Unit:
Section: PROPOSED PARKSITE
Highway: ESTACADA
County: CLACKAMAS

Access for Remainder: NO CHANGE (NOT INVOLVED).

As of this date, the appraisals on this file are as follows:

LOUIS C. GROTHAUS	10-19-65	$ 211,000
DONALD A. WILCOX	10-14-65	300,000
M. O. GAINER	9-24-65	195,500

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Land	$ 211,000
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Damages	$
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Date of Review: OCTOBER 19 19 65

Area: 861 ACRES

File No: 38375
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Unit:
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Highway: ESTACADA
County: CLACKAMAS

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(CONTINUED)

XXXXXXXXXXXXXXXXXXXX
REVIEWING APPRAISER

Copy To Cooper
10-20-65

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MARVIN W. HART
REVIEWING APPRAISER

MWH:mc

RECEIVED
DEC 1 - 1968

FORM E-303—GCM—9-65 45000

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1965

SUBJECT: Proposed State Park
Clackamas County

To: Mr. Dave Talbot
State Parks Superintendent

P A R K S

I have been advised that the fee appraisal work has been concluded with respect to a proposed extensive park development in Clackamas County involving land under the ownership of Barney Lucas.

Based on the best information as to area that we are able to develop at this time, it is estimated that there are 891 acres contained in the proposal. The valuation work performed on this area indicates a total cost of $200,000.

The Right of Way Division has not as yet been furnished a formal description of the area, nor have we been instructed to institute acquisition procedures to effect this purchase. We shall await further advice from the Parks Department before proceeding any further with the transaction.

G. E. ROHDE
Chief Counsel

By

Laurence A. Holt
Administration Right of Way Agent

LAH:SM
cc: Lloyd Shaw
G. E. Rohde

NOTED
LLOYD P. SHAW

RECEIVED
AUG 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 - 1965
FOR FILING
1-3708
6X10

Salem, Oregon
October 4, 1965

Mr. Forrest Cooper
State Highway Engineer

Appraisal
Barney Lucas Property

You requested that I acquire from Mr. Gainer, the fee appraiser whom we obtained to evaluate the Barney Lucas property near Estacada, a written justification for the $185,000 amount which was applied to 861 acres of the Lucas property.

I asked John Scott, Right of Way Supervisor, Division I, to obtain this from Mr. Gainer. The information Mr. Scott received is now contained in his letter of September 27 and a sheet of Mr. Gainer's work showing several area breakdowns, both of which are attached.

Mr. Scott called me in regard to this matter and was very embarrassed to report that Mr. Gainer had apparently re-evaluated his earlier statements, and he now considers the difference between 861 and 891 acres to be in the $150 per acre class rather than the $500 per acre. The result in the value of the 861-acre tract would be approximately $10,500, bringing the price to $195,500.

A copy of Mr. Gainer's appraisal on the 861 acres is also attached.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments
cc R. L. Porter

FORM E-90 80M 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 27, 1965

NOTED
LLOYD P. SHAW

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT:
File No. 38375 - Lucas
Parks
Clackamas County

RECEIVED
SEP 28 1965
LEGAL & RIGHT OF WAY

This is written with reference to my offer made to Mr. Lucas of $185,000 for 861 acres of the Lucas property. This explanation is necessary because of Mr. Gainer's revised appraisal report dated September 24 in which he places a value of $195,500 on the 861 acres.

On August 17 Mr. Moehring called me and asked that I proceed with the negotiation for purchase of the subject property based on the premise that the area to be purchased contained 861 acres. A study of Mr. Gainer's appraisal dated July 24 had appraised the area as containing 891 acres. A study of the Gainer appraisal and all of the maps available seemed to indicate that the 30-acre variance had occurred in computations of the area designated as "partially uncleared river frontage" in the Gainer appraisal, which would have been caused by the change in the river channel in the December floods. Hence the 30-acre variance was deducted from the 122 acres in the appraisal, which the appraiser had set up at $500 an acre.

On September 24 I contacted Mr. Gainer for the purpose of asking him for a revision of his appraisal to conform to the 861 acres. He stated that based on his study of the maps produced in the interim between the date of his original appraisal and the present date that the 30-acre variance should have been deducted from his original 333 acres of "uncleared" land at $150 an acre. This, then, would result in a value of $195,500 in place of my offer to Mr. Lucas of $185,000.

John K. Scott

JOHN K. SCOTT

JKS:jl
cc Mr. G. E. Rohde
Mr. D. H. Moehring

RECEIVED
SEP 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

GAINOR'S APPRAISALS

BARNEY LUCAS PROPERTY

COMPARISON OF AREAS

	Appraisal 7-24-65	Appraisal 9-7-65	Difference
Acres cleared upland	40 @ 400 $16,000	40 @ 400	---
Acres partially cleared upland	72 @ 300 $21,600	72 @ 300	---
Acres partially cleared riverfront	122 @ 500 $61,000	122 @ 500	---
Acres partially cleared riverfront	50 @ 400 $20,000	50 @ 400	---
Acres partially cleared riverbottom	50 @ 300 $15,000	50 @ 300	---
Acres logged over riverbottom	54 @ 200 $10,800	54 @ 200	---
Acres uncleared	333 @ 150 $49,950	291.37 @ 150	-41.63 @ 150 $6245
Acres poorly drained	45 @ 50 $2,250	45 @ 50	---
Acres bluff and steep	125 @ 25 $3,125	125 @ 25	---
Acres potential homesite	891 Ac. $199,725	0.5 @ 1,500	+0.5 @ 1,500 $750
Acres potential subdivision		105.5 @ 500	+105.5 @ 500 $52,750
		954.87 Ac.	$246,980

GAINOR'S APPRAISALS

BARNEY LUCAS PROPERTY

COMPARISON OF AREAS

isal 7-24-65		Appraisal 9-7-65	Difference	Appraisal 9-24-65	Difference 7-24-65 9-24-65
@ 400	$16,000	40 @ 400	---	40 @ 400	---
@ 300	$21,600	72 @ 300	---	72 @ 300	---
2 @ 500	$61,000	122 @ 500	---	122 @ 500	---
0 @ 400	$20,000	50 @ 400	---	50 @ 400	---
0 @ 300	$15,000	50 @ 300	---	50 @ 300	---
4 @ 200	$10,800	54 @ 200	---	54 @ 200	---
33 @ 150	$49,950	291.37 @ 150	-41.63 @ 150 $6245	303 @ 150	-30 @ 150 $4500
5 @ 50	$2,250	45 @ 50	---	45 @ 50	---
125 @ 25	$3,125	125 @ 25	---	125 @ 25	---
91 Ac.	$199,725	0.5 @ 1,500	+0.5 @ 1,500 $750	861 Ac.	$195,225
		105.5 @ 500	+105.5 @ 500 $52,750		
		954.87 Ac.	$246,980		

MW Shaw

REVISED APPRAISAL REPORT FORM

Area appraised in this revision 861 acres

Date of Description

File No: 38375
Name: Barney Lucas proposed park site
Section:
Highway:
County: Clackamas

1. Reason for revision:
This revision is related to the original appraisal under date of July 24, 1965. In that report, it was estimated that the subject property contained an area of approximately 891 acres. Information provided by the Oregon State Highway Dept. shows actual area to approximate 861 acres.

2. Added or modified assumptions:
Assumptions are the same as in the original report.

3. Redescribe remainder to show effect of revision including re-evaluation of remainder. When applicable, redescribe the entire property:
Review of the prior acreage estimate is believed to indicate that the variance in acreage should be attributed to the uncleared land. This land category is therefore corrected to conform with the surveyed area, resulting in a reduction from 333 acres uncleared to 303 acres.

Revised Valuation:

40	acres	cleared upland	@	$400	per ac.	= $16,000
72	"	partially cleared upland	@	300	" "	= 21,600
122	"	partially cleared riverfront	@	500	" "	= 61,000
50	"	partially cleared riverfront	@	400	" "	= 20,000
50	"	partially cleared river bottom	@	300	" "	= 15,000
54	"	logged-over river bottom	@	200	" "	= 10,800
303	"	uncleared	@	150	" "	= 45,450
45	"	poorly drained	@	50	" "	= 2,250
125	"	bluff & steep land	@	25	" "	= 3,125
861	acres					$195,500

195225

Value of Entire Property $ 195,500
Value of Remaining Property
Just Compensation

Date of re-evaluation Sept. 24, 1965

Appraiser's Signature MW Shaw

County: Clackamas

1. Reason for revision:

This revision is related to the original appraisal under date of July 24, 1965. In that report, it was estimated that the subject property contained an area of approximately 891 acres. Information provided by the Oregon State

2. Added or modified assumptions: Highway Dept. shows actual area to approximate 861 acres.

Assumptions are the same as in the original report.

3. Redescribe remainder to show effect of revision including re-evaluation of remainder. When applicable, redescribe the entire property:

Review of the prior acreage estimate is believed to indicate that the variance in acreage should be attributed to the uncleared land. This land category is therefore corrected to conform with the surveyed area, resulting in a reduction from 333 acres uncleared to 303 acres.

Revised Valuation:

40	acres	cleared upland	@	$400	per ac.	= $16,000
72	"	partially cleared upland	@	300	" "	= 21,600
122	"	partially cleared riverfront	@	500	" "	= 61,000
50	"	partially cleared riverfront	@	400	" "	= 20,000
50	"	partially cleared river bottom	@	300	" "	= 15,000
54	"	logged-over river bottom	@	200	" "	= 10,800
303	"	uncleared	@	150	" "	= 45,450
45	"	poorly drained	@	50	" "	= 2,250
125	"	bluff & steep land	@	25	" "	= 3,125
						$195,500
861	acres					

195225

Value of Entire Property $ 195,500 Date of re-evaluation Sept. 24, 1965
Value of Remaining Property _____
Just Compensation _____ Appraiser's Signature [signature]

Complete and attach Page 9 of the Appraisal Report Form

APPR. Form 1
Revised 11-19-64

(revised appraisal report form)

RECORDED
SEP 29 1965
APPRAISAL SECTION

RECEIVED
SEP 23 1965
FOR FILING

E-3708

6880

Salem, Oregon
September 23, 1965

Lucas Appraisal
Clackamas County

Mr. John K. Scott
Right of Way Supervisor
Portland

This is a follow-up of our telephone conversation of September 22 regarding the Gainer appraisal.

Please secure and forward to me a written statement from Gainer which will substantiate the $185,000 figure used in our contact with Lucas.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
David G. Talbot

RECEIVED
SEP 23 1965
FOR FILING
3-3708
6x80

Salem, Oregon
September 21, 1965

Mr. Forrest Cooper
State Highway Engineer

Fee Appraisal
Barney Lucas Property
Clackamas County

At staff meeting, September 21, you requested a copy of the fee appraisal made by M. O. Gainer. A copy of the appraisal is attached and includes the first evaluation made on the basis of areas planimetered from an aerial photograph. This appraisal is dated July 24, 1965.

A re-evaluation of the property based on field determined property lines and acreage computed to be 955.37, dated September 7, 1965, is attached to the original appraisal.

Both were made by the same appraiser.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc R. L. Porter

REVISED APPRAISAL REPORT FORM

Area appraised in this revision 955.37 acres

Date of Description

File No:
Name: Barney Lucas proposed park site
Section:
Highway:
County: Clackamas County

1. Reason for revision:

   Increased and surveyed area.

2. Added or modified assumptions:

   It is assumed that the areas provided by the Highway Dept. as being situate westerly of the east boundary of the north-south gravel road contain 106 acres, that total area is 955.37 acres as indicated on the map supplied, and that areas previously estimated by planimeter are essentially correct.

3. Redescribe remainder to show effect of revision including re-evaluation of remainder. When applicable, redescribe the entire property:

   Total ownership is shown on the survey map provided by the Highway Dept. to be 955.37 acres, assumed to be correct. Information obtained from Mr. Grothaus of the Glisan St. Highway Dept. office shows that the area added to the original taking (inclusive of the gravel road running north-south through the property and a half acre site on Springwater Road) contains 106 acres. In view of reported sales and offerings of portions of subject and previously submitted sales data, the half-acre site is believed to have a value of about $750., and the remaining 105.5 acres additional land a value of $500 per acre.

   The sales and offerings from subject include a sale of 21 acres to Fowler for $21,000, $4000 down, and a sale of 4.3 acres to Hartley Johnson for $5000, $1000 down. Fowler also reportedly offered to purchase the 20 to 30 acre tract southerly of the most southerly entry road and westerly of the north-south gravel road at a price of $500 per acre.

   Review of the prior acreage estimate indicates that the area assigned to uncleared land was more than shown after the survey when the same planimetered estimates of cleared and semi-cleared lands are utilized. The different land categories are therefore altered to conform with the survey area, changing the uncleared area from 333 acres to 291.37 acres.

Value of Entire Property $ 247,000
Value of Remaining Property
Just Compensation

Date of re-evaluation 9/7 1965

Appraiser's Signature W. B. Jones

County: Clackamas County

1. Reason for revision:

Increased and surveyed area.

2. Added or modified assumptions:

It is assumed that the areas provided by the Highway Dept. as being situate westerly of the east boundary of the north-south gravel road contain 106 acres, that total area is 955.37 acres as indicated on the map supplied, and that areas previously estimated by planimeter are essentially correct.

3. Redescribe remainder to show effect of revision including re-evaluation of remainder. When applicable, redescribe the entire property:

Total ownership is shown on the survey map provided by the Highway Dept. to be 955.37 acres, assumed to be correct. Information obtained from Mr. Grothaus of the Glisan St. Highway Dept. office shows that the area added to the original taking (inclusive of the gravel road running north-south through the property and a half acre site on Springwater Road) contains 106 acres. In view of reported sales and offerings of portions of subject and previously submitted sales data, the half-acre site is believed to have a value of about $750., and the remaining 105.5 acres additional land a value of $500 per acre.

The sales and offerings from subject include a sale of 21 acres to Fowler for $21,000, $4000 down, and a sale of 4.3 acres to Hartley Johnson for $5000, $1000 down. Fowler also reportedly offered to purchase the 20 to 30 acre tract southerly of the most southerly entry road and westerly of the north-south gravel road at a price of $500 per acre.

Review of the prior acreage estimate indicates that the area assigned to uncleared land was more than shown after the survey when the same planimetered estimates of cleared and semi-cleared lands are utilized. The different land categories are therefore altered to conform with the survey area, changing the uncleared area from 333 acres to 291.37 acres.

Value of Entire Property $ 247,000 Date of re-evaluation 9/7 1965
Value of Remaining Property _____
Just Compensation _____ Appraiser's Signature [signature]

Complete and attach Page 9 of the Appraisal Report Form

APPR. Form 1
Revised 11-19-64

(revised appraisal report form)

RECORDED SEP 13 1965

RECEIVED SEP 13 1965 APPRAISAL SECTION

PHOTOGRAPHS INCLUDED ____ APPRAISAL SECTION

Barney Lucas proposed park site

37. THE TAKING:

Revision

0.50	acre	potential homesite	@	$1500 ac.	=	$ 750.
105.50	acres	potential subdivision	@	500 ac.	=	52,750.
122	acres	partially cleared river-front	@	500 ac.	=	61,000.
50	acres	partially cleared river-front	@	400 ac.	=	20,000.
40	acres	cleared upland	@	400 ac.	=	16,000.
72	acres	partially cleared upland	@	300 ac.	=	21,600.
50	acres	partially cleared river bottom	@	300 ac.	=	15,000.
54	acres	logged over river bottom	@	200 ac.	=	10,800.
291.37	acres	uncleared	@	150 ac.	=	43,705
45	acres	poorly drained	@	50 ac.	=	2,250
125	acres	bluff and steep land	@	25 ac.	=	3,125
955.37						$246,980
					Rounded to	$247,000

---

38. Total value of the taking is allocated as follows:

LAND:

	Land Class.	Area	Unit		Unit Price	
1.	_____	_____	[ac] [sq.ft.]	at	$_____	$_____
2.	_____	_____	[ac] [sq.ft.]	at	_____	_____
3.	_____	_____	[ac] [sq.ft.]	at	_____	_____
4.	_____	_____	[ac] [sq.ft.]	at	_____	_____
5.	_____	_____	[ac] [sq.ft.]	at	_____	_____
6.	_____	_____	[ac] [sq.ft.]	at	_____	_____

39. TOTAL FOR LAND - - -

105.50	acres potential subdivision		@	500 ac.	=	
122	acres partially cleared	river-front	@	500 ac.	=	61,000.
50	acres partially cleared	river-front	@	400 ac.	=	20,000.
40	acres cleared	upland	@	400 ac.	=	16,000.
72	acres partially cleared	upland	@	300 ac.	=	21,600.
50	acres partially cleared	river bottom	@	300 ac.	=	15,000.
54	acres logged over	river bottom	@	200 ac.	=	10,800.
291.37	acres uncleared		@	150 ac.	=	43,705
45	acres poorly drained		@	50 ac.	=	2,250
125	acres bluff and steep land		@	25 ac.	=	3,125
955.37						$246,980
					Rounded to	$247,000

38. Total value of the taking is allocated as follows:

LAND:

	Land Class.	Area	Unit		Unit Price	
1.	_____	_____	[ac][sq.ft.]	at	$_____	$_____
2.	_____	_____	[ac][sq.ft.]	at	_____	_____
3.	_____	_____	[ac][sq.ft.]	at	_____	_____
4.	_____	_____	[ac][sq.ft.]	at	_____	_____
5.	_____	_____	[ac][sq.ft.]	at	_____	_____
6.	_____	_____	[ac][sq.ft.]	at	_____	_____

39. TOTAL FOR LAND - - -

APPRAISAL REPORT
OREGON STATE HIGHWAY DEPARTMENT

Original Appraisal [X]

Revised Appraisal [ ]

Reason for Revision_____

File No:
Name: Barney Lucas proposed
Section: park site
Highway:
County: Clackamas
Engineer's Station:

Mr. G. E. Rohde,
~~Mxxxkxxdxxkxdexx~~ Chief Counsel
Attention Mr. Carl E. Smith, Appraisal Supervisor
Oregon State Highway Department
Salem, Oregon

Herewith is submitted my Appraisal Report of the above-captioned file.

In the preparation of this appraisal, I have done the following:

a.	Read the Preliminary Title Report - Was it made available? -	Yes [ ] No [X] Yes [ ] No [X]
b.	Discussed in my Appraisal Report any "exception" or "encumberance" in the Preliminary Title Report that in my opinion affects the value of the taking -	Yes [ ] No [X]
c.	Made inquiry to learn if the owner is in possession of other lands in order to determine the element of "unity of use" -	Yes [X] No [ ]
d.	Examined possible grounds for claim of damages because of "unity of use"? -	Yes [ ] No [X]
e.	Examined the possibility of non-compensable damages -	Yes [ ] No [X]
f.	Examined the possibility of Special Benefits -	Yes [ ] No [X]
g.	Given consideration to value as expressed through sales of the subject property during the past five years -	Yes [X] No [ ]
h.	Considered values expressed in unrecorded as well as recorded contracts of sale of subject property -	Yes [ ] No [X]
i.	Verified with one of the principals the sales data herein -	Yes [X] No [ ]
j.	Carefully completed topic heading No. 22 of the Appraisal Report -	Yes [X] No [ ]

My appraisal is based upon the following assumptions: (Do not include in this space the assumptions to be shown at lines 3, 4, 5, 9, and 12 on page 3.)

ASSUMPTIONS:

This is an appraisal of the taking only. It is assumed that existing roadways within the remaining property will be acquired by the State or dedicated to the public so that adequate access will be provided the subject property. Acreage breakdowns have been estimated from observation of the property and inspection of aerial photographs, the breakdowns being the Appraiser's best estimate and subject to error.

DATE 7/24/65 APPRAISER

Original Appraisal [X]

Revised Appraisal [ ]

Reason for Revision_____

File No:
Name: Barney Lucas proposed
Section: park site
Highway:
County: Clackamas
Engineer's Station:

Mr. G. E. Rohde,
~~xxxxxxxxxxxxx~~ Chief Counsel
Attention Mr. Carl E. Smith, Appraisal Supervisor
Oregon State Highway Department
Salem, Oregon

Herewith is submitted my Appraisal Report of the above-captioned file.

In the preparation of this appraisal, I have done the following:

a.	Read the Preliminary Title Report - Was it made available? -	Yes [ ] No [X] Yes [ ] No [X]
b.	Discussed in my Appraisal Report any "exception" or "encumberance" in the Preliminary Title Report that in my opinion affects the value of the taking -	Yes [ ] No [X]
c.	Made inquiry to learn if the owner is in possession of other lands in order to determine the element of "unity of use" -	Yes [X] No [ ]
d.	Examined possible grounds for claim of damages because of "unity of use"? -	Yes [ ] No [X]
e.	Examined the possibility of non-compensable damages -	Yes [ ] No [X]
f.	Examined the possibility of Special Benefits -	Yes [ ] No [X]
g.	Given consideration to value as expressed through sales of the subject property during the past five years -	Yes [X] No [ ]
h.	Considered values expressed in un-recorded as well as recorded contracts of sale of subject property -	Yes [ ] No [X]
i.	Verified with one of the principals the sales data herein -	Yes [X] No [ ]
j.	Carefully completed topic heading No. 22 of the Appraisal Report -	Yes [X] No [ ]

My appraisal is based upon the following assumptions: (Do not include in this space the assumptions to be shown at lines 3, 4, 5, 9, and 12 on page 3.)

ASSUMPTIONS:

This is an appraisal of the taking only. It is assumed that existing roadways within the remaining property will be acquired by the State or dedicated to the public so that adequate access will be provided the subject property. Acreage breakdowns have been estimated from observation of the property and inspection of aerial photographs, the breakdowns being the Appraiser's best estimate and subject to error.

DATE 7/24/65 APPRAISER _____

(Appraiser also to sign and have notarized Affidavit on page 2.)

RECORDED
AUG 9 1965

APPR. Form 1
Revised 9-1-64

PHOTOGRAPHS INCLUDED

GENERAL REPORT

File No._____

1. Street Address of Property_____ City_____
Legal Owner Barney Lucas Contract Buyer_____
Street Address Springwater Road Street Address_____
City Estacada State Oregon City_____ State_____

2. Tenant_____
Rent $_____ Lease - Yes [ ] No [ ] If recorded, Title_____ Book____ Page_____
If multiple leases (other than apartments) list lessees here:

3. Partial taking [X] Area in taking 891± acres Legal Zone None Use Permitted_____
Entire taking [ ] Area of entire property 1162.37± (This is an appraisal of taking only)

4. Access before the taking:

Access to the remainder:

If complete restriction to highway, indicate landlocked [ ] or name alternate access_____

5. Access is restricted to a frontage road: Yes [ ] No [X] Access may later be restricted to a frontage road that may be built at some future date: Yes [ ] No [X].

6. Appraisal includes no allowance for: Fixtures [ ] Equipment [ ] Machinery [ ] Timber [ ] Nursery Stock [ ] Advertising Signs [ ] Other [ ] on the property.

7. Urban [ ] Suburban [ ] Rural [X]

8. Present use (disregarding highest and best use) Agricultural, potential residential and recreational.

9. Highest and best use: Before the taking Potential residential & recreational
After the taking_____

10. If Special Benefits exist, state estimate of value of the benefits $_____

11. Fencing assumption: State to fence right of way: Yes [ ] No [X]
Allowance to grantor for fencing R/W: _____rds. at $_____rd= $_____

12. Valuation: Entirety before the taking $200,000
Remainder after the taking $_____

13. Assuming the State is to acquire fee title [X], temporary easement [ ], perpetual easement [ ], lease [ ], based upon Fair Cash Market Value, it is my opinion that Just Compensation for the taking as of 7/24 1965 is $ 200,000

REVIEWED By _____ Date 8-1-65

Comments:

NOTED
H. W. SNELL

RECORDED AUG 10 1965

APPRAISER'S SIGNATURE W. C. Farmer

14. DETAILED DESCRIPTION OF THE ENTIRE PROPERTY BEFORE THE TAKING:

The subject property may be described generally as being located on the westerly side of the Clackamas River, extending from approximately a mile northerly from the bridge at Estacada downstream to the View Point on the cliff above the river, a distance of about 3 miles. The property herein appraised is a portion of a larger tract. As instructed, the valuation is related only to the parcel to be acquired, thus a before and after appraisal has not been made.

2. Tenant_____
Rent $_____ Lease - Yes [ ] No [ ] If recorded, Title_____ Book____ Page____
If multiple leases (other than apartments) list lessees here:

3. Partial taking [X] Area in taking 891± acres Legal Zone None Use Permitted_____
Entire taking [ ] Area of entire property 1162.37± (This is an appraisal of taking only)

4. Access before the taking:

Access to the remainder:

If complete restriction to highway, indicate landlocked [ ] or name alternate access_____

5. Access is restricted to a frontage road: Yes [ ] No [X] Access may later be restricted to a frontage road that may be built at some future date: Yes [ ] No [X].

6. Appraisal includes no allowance for: Fixtures [ ] Equipment [ ] Machinery [ ] Timber [ ] Nursery Stock [ ] Advertising Signs [ ] Other [ ] on the property.

7. Urban [ ] Suburban [ ] Rural [X]

8. Present use (disregarding highest and best use) Agricultural, potential residential and recreational.

9. Highest and best use: Before the taking Potential residential & recreational
After the taking_____

10. If Special Benefits exist, state estimate of value of the benefits $_____

11. Fencing assumption: State to fence right of way: Yes [ ] No [X]
Allowance to grantor for fencing R/W: _____rds. at $_____rd= $_____

12. Valuation: Entirety before the taking $200,000
Remainder after the taking $_____

REVIEWED By Date 8-17-65

13. Assuming the State is to acquire fee title [X], temporary easement [ ], perpetual easement [ ], lease [ ], based upon Fair Cash Market Value, it is my opinion that Just Compensation for the taking as of 7/24 1965 is $ 200,000

Comments:

NOTED
H. W. SNELL

RECORDED AUG 10 1965

APPRAISER'S SIGNATURE W. O. Garner

14. DETAILED DESCRIPTION OF THE ENTIRE PROPERTY BEFORE THE TAKING:

The subject property may be described generally as being located on the westerly side of the Clackamas River, extending from approximately a mile northerly from the bridge at Estacada downstream to the View Point on the cliff above the river, a distance of about 3 miles. The property herein appraised is a portion of a larger tract. As instructed, the valuation is related only to the parcel to be acquired, thus a before and after appraisal has not been made.

Total area of the Barney Lucas ownership is shown on Assessor's records as being 1162.37 acres, which is assumed to be correct. The area of the property appraised is estimated by utilizing the Assessor's area of the total ownership and deducting an estimated area to be retained. An aerial photo supplied by the Highway Dept. has been utilized in arriving at the

File No._____

(Continued): Detailed description of the entire property before the taking.

estimate of areas by planimeter, first measuring the area retained by Mr. Lucas, (estimated to be about 271.5 acres, and deducting this from Assessor's total area. This results in an estimated area of about 891 acres to be appraised. It should be pointed out that a check of areas on the upper benches is believed to indicate a rather nominal amount of distortion, and that more distortion appears to exist in river bottom areas, particularly in the southerly area above River Mill Dam.

lic hc.

Terrain ranges from nearly level lands along the river and on several benches of varying heights to steep slopes and a bluff area.

An attempt has been made to estimate various areas where the land has been improved, (which are fairly well defined) and to estimate a marshy area by its aerial appearance, (the marsh is inpenetrable, but views from different locations are believed to indicate an area of approximately 45 acres to be primarily brush and deciduous tree growth.) Part of the property is steep hillside (including a bluff area) which is not easily defined on the aerial or on the ground. Assessor's records show approximately 125 acres (124.24 acres of Class 8 land) to be in this category, and this estimate has been utilized. Exact property lines are not known, and may include areas in the river. Deduction of planimetered areas and the Assessor's area of about 125 acres steep hillside from the indicated area of 891 acres results in an estimated area of 333 acres of unimproved land which is primarily timber regrowth area. There are no buildings on the property appraised.

Mr. Lucas has constructed two gravel roads extending easterly from Springwater Road which connect to a north-south road approximately paralleling Springwater Road and which borders the southwesterly portion of the property appraised. Mr. Lucas indicated that the road areas were to be included in the appraisal, however they are not included in this appraisal. It is assumed that the roads will be acquired by the State, or dedicated by the owner to the public. Other accesses serving the property include a gravel roadway extending northerly from the west end of the bridge at Estacada, and a 40 foot easement extending from the northerly property line north to a county road. Gravel roads have been built within the subject property, one connecting to the gravel road

(continued)

22. Check List:

ON REMAINING PROPERTY / IN RIGHT OF WAY		
Built-in cook stove		
Garbage disposal		
Dishwasher		
Kitchen exhaust fan		
Bath exhaust fan		
Shower in bath		
Shower, separate		
Air conditioned		
Venetian blinds		
W to W carpet		
Screen doors, metal		
Storm doors, metal		
Storm windows, metal		
Extr. brick work		

ON REMAINING PROPERTY / IN RIGHT OF WAY		
Hedge		
Ornamental trees		
Shade trees		
Fruit trees		
Underground wiring		
Gas pipes		
Water pipes		
Lawn sprinklers		
Septic tank		
Distribution Field		
Drain tile		
Fuel oil tank		
Community drive		
Fencing, ornamental		
Fencing, utility		

ON REMAINING PROPERTY / IN RIGHT OF WAY		
Pond		
Water rights, recorded		
Irrigated		
Crops		
Orchard		
Timber	X	
Roadways, private	X	X
Roadways, adverse owner		
R/W Railroad		
R/W Electric Transmission		
R/W Pipe (gas, water, oil)		

PROPERTY SERVED BY:	
Sewer (Public)	
Water (Public)	
Paved street width	

from Assessor's total area. This results in an estimated area of about 891 acres to be appraised. It should be pointed out that a check of areas on the upper benches is believed to indicate a rather nominal amount of distortion, and that more distortion appears to exist in river bottom areas, particularly in the southerly area above River Mill Dam.

Terrain ranges from nearly level lands along the river and on several benches of varying heights to steep slopes and a bluff area.

An attempt has been made to estimate various areas where the land has been improved, (which are fairly well defined) and to estimate a marshy area by its aerial appearance, (the marsh is inpenetrable, but views from different locations are believed to indicate an area of approximately 45 acres to be primarily brush and deciduous tree growth.) Part of the property is steep hillside (including a bluff area) which is not easily defined on the aerial or on the ground. Assessor's records show approximately 125 acres (124.24 acres of Class 8 land) to be in this category, and this estimate has been utilized. Exact property lines are not known, and may include areas in the river. Deduction of planimetered areas and the Assessor's area of about 125 acres steep hillside from the indicated area of 891 acres results in an estimated area of 333 acres of unimproved land which is primarily timber regrowth area. There are no buildings on the property appraised.

Mr. Lucas has constructed two gravel roads extending easterly from Springwater Road which connect to a north-south road approximately paralleling Springwater Road and which borders the southwesterly portion of the property appraised. Mr. Lucas indicated that the road areas were to be included in the appraisal, however they are not included in this appraisal. It is assumed that the roads will be acquired by the State, or dedicated by the owner to the public. Other accesses serving the property include a gravel roadway extending northerly from the west end of the bridge at Estacada, and a 40 foot easement extending from the northerly property line north to a county road. Gravel roads have been built within the subject property, one connecting to the gravel road

(continued)

22. Check List:

ON REMAINING PROPERTY / IN RIGHT OF WAY		
Built-in cook stove		
Garbage disposal		
Dishwasher		
Kitchen exhaust fan		
Bath exhaust fan		
Shower in bath		
Shower, separate		
Air conditioned		
Venetian blinds		
W to W carpet		
Screen doors, metal		
Storm doors, metal		
Storm windows, metal		
Extr. brick work		
Planter		
Patio		
Fish pond		
Rockery		
Retaining wall		

ON REMAINING PROPERTY / IN RIGHT OF WAY		
Hedge		
Ornamental trees		
Shade trees		
Fruit trees		
Underground wiring		
Gas pipes		
Water pipes		
Lawn sprinklers		
Septic tank		
Distribution Field		
Drain tile		
Fuel oil tank		
Community drive		
Fencing, ornamental		
Fencing, utility		
Well	x	
Beach or water frntg.	x	
Spring	x	
Creek	x	

ON REMAINING PROPERTY / IN RIGHT OF WAY		
Pond		
Water rights, recorded		
Irrigated		
Crops		
Orchard		
Timber	x	
Roadways, private	x	x
Roadways, adverse owner		
R/W Railroad		
R/W Electric Transmission		
R/W Pipe (gas, water, oil)		

PROPERTY SERVED BY:

Sewer (Public)	
Water (Public)	
Paved street width	
Gravel street width	
Curbs	
Sidewalks	

APPR. Form 1-G
Revised 9-1-64

at the south end of the property near River Mill Dam, the other connecting to the north-south road about midway of the property and extending down a hillside and northerly near the river bank.

As per telephoned instructions, this appraisal includes all lands east of the north-south gravel road, together with those areas in the southerly part of the property which were formerly deleted. Several small areas on the upper benches are cleared or partially cleared (some have stumps remaining that are shot but not completely removed), estimated to total 40 acres of tillable land and 72 acres of partially cleared land. In the southerly portion of the tract about 50 acres of river front is partially cleared (some of which has stumps shot) and 50 acres of interior land partially cleared. An area of 54 acres has been recently logged (extreme southerly end of property) and which is reported to have rights of access across PGE land to the pool above River Mill Dam. A poorly drained area of about 45 acres lies on a bench about 30 or 40 feet above and westerly of the foregoing partially cleared areas, extending in a general east-west direction. Most of the area in the southerly part of the property appears to be quite gravelly, apparently similar to a gravel excavation operation across the river. An area of about 122 acres adjacent to the river in the northerly portion of the property has been partially cleared, and a portion of this has been partially prepared as a future golf course. (The owner estimated an approximate cost of $35,000 to complete a nine-hole course).

Some areas of river bank have been sloped with river-run rock to provide a sort of rip-rap as a protection against possible future flooding. An estimated area of about 20 acres adjacent to the river below River Mill Dam reportedly flooded to a depth of about 2½ feet during the December 1964 flood, and the owner informed that an additional area at the northerly tip of the partially cleared land in the proposed golf course also flooded, but that the major portion of the river front in this northerly area was not inundated.

The South Fork Water District (Oregon City) main reportedly extends along the westerly perimeter of the property adjacent to the north-south road. Mr. Lucas has obtained a commitment from the Board to provide interruptible service in sufficient quantity to supply 50 users, with one-inch taps. Inquiry reveals that no definite commitment has been made regarding the method of take-off (whether individual taps or by one master meter) and that this water source is equally available to the remaining lands to be retained by Mr. Lucas. It is herein assumed that acquisition of the appraised property will not affect the availability of this source of water for the remaining Lucas property and that the right to obtain the water supply will remain in the Lucas ownership. In addition to the foregoing, Mr. Lucas informs that water is available from a well on the subject property which has an estimated output of about 140 gallons per minute and which is located at the northwesterly tip of the south river front near Dog Creek.

No. 14 (Continued)

Highest and best use is believed to be that of potential residential and recreational usage.

The Cost Approach is believed to offer little assistance in estimating market value, thus has been omitted. Mr. Lucas was unable to provide cost figures for areas cleared on a per-acre basis, and could not provide cost of roadway construction in a manner which would allow a breakdown to a lineal foot basis. He informed that expenditures since acquisition approximated $84,000 up to December 31, 1964, and that possibly $60,000 had been spent since that time. These expenditures include improvements to areas other than that being appraised, such as the construction of good gravel roads which will serve the remaining property as well as that being appraised. Estimates were obtained from local residents familiar with the subject property regarding estimated costs of clearing, with the result that the cost appears to range from about $200 to $400 per acre for areas cleared and burned, and about $100 per acre for areas in which stumps are shot. The latter is an estimate based on a breakdown obtained from Stanley Ficken, clearing contractor, who estimated a cost of $2.00 per stump for nitro pills and an average of 20 stumps per acre, plus labor cost of a powder man and helper. He further estimated the clearing and burning cost to be $14 to $15 per hour for cat work at the rate of 1 acre per day after stumps were shot, varying with the type of area being cleared.

There are no known rentals of properties similar to subject which might provide a basis of estimating economic rent, thus the Income Approach is believed to be inapplicable as a test of value and has been omitted.

File No._____

27. ESTIMATE OF VALUE OF THE ENTIRE PROPERTY BEFORE THE TAKING BY MARKET DATA APPROACH

FIVE YEAR SALES HISTORY:

	Grantor	Grantee	Date	Consideration
	Knight	Kammeyer	1960	197,500 (1256± acres)
Sale 1	Kammeyer	Lucas	1963	200,000 (1124± acres)
Sale 2	Smadbeck	Lucas	1964	11,000 (54 acres)

ANALYSIS OF SALES:

Sale No.	Date of Sale	Sup.	Inf.	Equal	Consideration	Value Indicated for Subject
3	1963			Part	45,000	$200,000
4	1965	part			over-all value $600 acre	"
5	1964	part			65,000	"
6	1965			part	55,000	"

Explain adjustments and relate sales data to subject. State explicitly reasons for opinion of value:

Mr. Kammeyer bought the Knight property in 1960 on contract for $197,500. The area purchased was about 1256 acres, of which 131.94 acres was cropland retained by Mr. Kammeyer upon sale to Mr. Lucas in 1963. (The area retained lies across Springwater Road from the northerly portion of the subject property, and is improved with a residence and farm buildings.)

Mr. Lucas purchased approximately 1124 acres inclusive of a comparatively new residence and barn in July 1963 for $200,000. An estimated breakdown of this sale indicates a value of tillable land to be $300 per acre, non-tillable land $150 per acre, bluff and steep land $25.per acre.

Subsequently Mr. Lucas deeded 10.93 acres to the School District, and sold the residence and five acres for $19,000, retaining the newer barn and old outbuildings. He also purchased a 54 acre tract from Arthur Smadbeck February 26, 1964 for $11,000 (Sale #2), subsequently logging this parcel, which is now cut-over land. Considering the proximity to the pool behind River Mill dam and to Estacada, this parcel is felt to have a present value to the ownership as a whole of about $200 per acre.

(Continued)

28. ESTIMATE OF FAIR CASH MARKET VALUE OF THE ENTIRE PROPERTY. $ 200,000

29. INCOME APPROACH (Show detail on a separate attached sheet) $ Does not apply
Requested operating statement from owner: Yes [] No []
Income approach based on operating statement that is: Actual [] Estimated []

30. CORRELATION of approaches and final conclusion of the Value of the Entire Property before the Taking: $ 200,000
Explain:

FIVE YEAR SALES HISTORY:

	Grantor	Grantee	Date	Consideration
	Knight	Kammeyer	1960	197,500 (1256± acres)
Sale 1	Kammeyer	Lucas	1963	200,000 (1124± acres)
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(Continued)

28. ESTIMATE OF FAIR CASH MARKET VALUE OF THE ENTIRE PROPERTY. $ 200,000

29. INCOME APPROACH (Show detail on a separate attached sheet) $ Does not apply
Requested operating statement from owner: Yes [] No []
Income approach based on operating statement that is: Actual [] Estimated []

30. CORRELATION of approaches and final conclusion of the Value of the Entire Property before the Taking: $ 200,000
Explain:

27. (Continued)

The Lucas property has been improved since acquisition by construction of good gravel roads, by partial clearing (leaving selected trees) of areas adjacent to the river front, and by partial clearing of additional areas (shooting stumps preparatory to clearing land), thus providing greater potential for development to residential and recreational use.

Sale No. 3 is an offering made Mr. Kammeyer shortly before the sale to Mr. Lucas. The offer was reportedly firm and involved the northerly 200 acres of unimproved land generally including a small area of frontage on Springwater Road northerly of the County road fronting the parcel Kammeyer retained, the remainder being bluff and river bottom area. This offering is believed to be fairly comparable to the over-all value of subject when consideration is given to the present condition and larger area involved.

Sale No. 4 is an offering made to Mr. Kammeyer this spring for the property retained by him westerly of Springwater Road. The offer is reportedly firm and was declined primarily because this particular parcel had been desired by Mr. Kammeyer for many years as an addition to his other holdings. The offer was reportedly based on a rate of $600 per acre inclusive of improvements, which were valued by Mr. Kammeyer at about $18,000, indicating a land value for cultivated cropland approximating $450 per acre. This property fronts on two roads, and has excellent terrain; this is believed to be somewhat better than cleared areas of subject and to indicate a value approximating $400 per acre for cleared potential homesite areas.

Sale No. 5 is a transaction involving 160 acres fronting about 3/4 mile on the Clackamas River between subject and Barton Bridge, which sold in July 1964 for $65,000. Information obtained from the seller and buyer indicate that 44 acres is irrigable cropland adjacent to the river, the remainder being semi-cleared in similar fashion to the semi-cleared areas of subject. (Brush, stumps, snags and downed timber cleared and burned). Improvements are of nominal value, being primarily an unfinished cabin. Estimated breakdown of the sale indicates a value of about $600 per acre for irrigated cropland, $325 per acre for semi-cleared land (inclusive of a small 6 acre clearing which is tillable). Comparison is believed to indicate a value of about $500 per acre for the semi-cleared riverfront area in the northerly portion of subject, and $400 per acre for the semi-cleared riverfront area in the southerly portion.

No. 27 (Continued)

Sale No. 6 is a recent transaction (May 15, 1965) involving a 92 acre property adjoining Sale No. 5 on the downstream side. This property sold in 1963 for $58,665 inclusive of equipment and furnishings, resold in 1965 for $55,000 including minor personal property of nominal value. The sale property consists of two major parcels connected by a right-of-way, the northerly tract having about 25 acres irrigated bottom land fronting the river, 5 acres dry cropland and 10 acres non-tillable together with building improvements having an estimated value of about $29,000. The remaining 52 acres is primarily logged over land of irregular shape which has about 700 feet frontage on the river. Estimated breakdown of this sale indicates irrigable bottom land to have a value of $600 per acre, dry cropland a value of $300 per acre, non-tillable land a value of $150 per acre. The irrigable cropland on the river is felt to be superior to river front areas of subject, the dry cropland to be inferior to dry cropland areas of subject, and the non-tillable land to be fairly indicative of the value of uncleared lands of subject.

Based on the foregoing, over-all comparison is believed to indicate a value of $200,000 for subject, apportioned thus:

40	acres	cleared upland	@	$400	per ac. =	$16,000
72	"	partially cleared upland	@	300	" " =	21,600
122	"	partially cleared riverfront	@	500	" " =	61,000
50	"	partially cleared riverfront	@	400	" " =	20,000
50	"	partially cleared river bottom	@	300	" " =	15,000
54	"	logged-over river bottom	@	200	" " =	10,800
333	"	uncleared	@	150	" " =	49,950
45	"	poorly drained	@	50	" " =	2,250
125	"	bluff & steep land	@	25	" " =	3,125
						199,725
					Rounded to	$200,000

891

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SEP 22 1965
FOR FILING

3-3108

6880 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1965

SUBJECT:

To: MEMO TO FILE

L

On this date, Chairman Glenn L. Jackson approved retaining Leroy Draper to make an appraisal of the Barney Lucas property that is under consideration for a park.

Forrest Cooper
State Highway Engineer

FC:fn

cc Glenn L. Jackson
Kenneth N. Fridley
David B. Simpson

R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

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SEP 15 1965
FOR FILING
3-3708
6880

September 15, 1965

Oregon State Highway Commission

Gentlemen:

We seem to have arrived at an impasse in the Barney Lucas matter involving a park on the left bank of the Clackamas River near Rivermill Dam.

As you will recall, Mr. Lucas' original proposal was that he would sell to the Highway Commission 1,000 acres at a price of $250,000.

Acting under your instructions, I had this matter investigated and found substantially as follows.

The area has a very good potential for a state park. The area delineated by Mr. Lucas did not contain 1,000 acres but 861 acres. Independent appraisals were secured, indicating a value of $185,000 for the 861 acres. For reasons best known to himself, Mr. Lucas has pressed for a sale, netting to him $250,000, and has proposed that some property lying in the farm area on the bench above the river be added (about 95 acres), for a total price of $250,000. While the lower level property is well suited for park purposes, the upper bench is not, and I could not recommend the taking of additional land to meet a price. From a cursory examination of a mosaic on which the additional areas are delineated, it would appear that they are in general an inferior quality than adjacent lands owned by Mr. Lucas.

I do not believe that the additional lands should be acquired by the state. I would recommend that we offer to purchase the original 861-acre tract at the appraised valuation.

This suggested acquisition contains some aspects that I do not fully understand but will be happy to discuss them with you at your convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm
cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

RECEIVED
SEP 15 1965
FOR FILING
7-3708
6880

Salem, Oregon
September 13, 1965

Barney Lucas Property

Mr. Forrest Cooper
State Highway Engineer

John Scott and Larry Holt, Right of Way Division, were in my office at 3:00 p. m., this date, in regard to what appeared to be semifinal negotiation with Barney Lucas.

Mr. Scott reports as follows:

He proposed to Mr. Lucas that only the property below the major break in the contour in the Lucas holdings be considered for sale to the State, since it was that area which the State regarded as most valuable for park use. This would have approximated 361 acres and would have had an appraised value of approximately $185,000.

Mr. Scott reports that Mr. Lucas was visibly disturbed by this attitude and after some consideration, stated he simply could not live with that deal and there was no use in discussing it further.

Mr. Scott then asked Mr. Lucas what he, Lucas, considered to be the minimum taking expressed in dollars which he could consider favorably.

Lucas' reply was that he would consider $250,000 for the area shown on the accompanying mosaic outlined in green and yellow. This area includes some 95 acres in addition to the minimum taking proposed by the State. Also included would be the 60-foot right of way along the southerly road from Springwater Road into the Lucas property and an 80-foot right of way on the northerly road in this same general area.

At this point Mr. Lucas mentioned to Mr. Scott that he and Mr. Jackson had earlier agreed $25,000 would be paid to Mr. Lucas in lieu of work done since March 2 of this year.

On this matter we have no information other than a letter from Skelton, Doran & Company, certifying that prior to March 2, expenses on the Barney Lucas ranch had totaled $84,298.06 and since March 2 up to August 1, an additional $48,751.45 had been expended for improvement work.

Our fee appraisal for the tract of land which Mr. Lucas proposes to transfer for $250,000 is $247,000. Our staff appraisal is not quite complete at this time, but it is understood that it will be slightly higher than that of the fee appraiser.

The total $250,000 plus Lucas' claim for $25,000 extra, or $275,000, is slightly beyond the amount of our appraisal. The per-acre value on the appraised amount is approximately $260; the per-acre value on the Lucas claim of the $275,000 total is approximately $286.

Mr. Scott states he demanded of and received Mr. Lucas' concurrence that Lucas would assume taxes through the present fiscal year and would stand the cost of title insurance.

It is my recommendation that since it is a case of accepting Mr. Lucas' offer on the larger tract of land or to forgo purchase of the area that favorable consideration be given to obtaining the larger tract. The matter of $25,000 should be further discussed with Mr. Jackson.

I am attaching a copy of the June 4 letter addressed to the State Highway Commission, in which Mr. Lucas sets forth his claim to $25,000 additional. Also attached is a letter from Skelton, Doran & Company addressed to Mr. Jackson, under date of August 19, setting forth the cost figures given in the above discussion.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments
cc R. L. Porter

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SEP 7 - 1965
FOR FILING
3-3708
6880

September 3, 1965

Mr. George D. Ruby, Member
State Parks and Recreation Advisory Committee
Jantzen, Inc.
Post Office Box 3001
Portland, Oregon 97208

Dear George:

I have received and read your report on the Lucas property. Yours is by far the most thorough and best documented report in regard to this property.

I called Stub this morning; he had been gone for a week on a trip to the Middle West and I conveyed Glenn Jackson's wish that he, Stub, would look at the property if he could spare the time. Stub apparently has seen this piece of country quite recently and felt much as you did, its a desirable park site and should be acquired if possible.

I believe I mentioned to you in our telephone conversation that Don McGregor had taken a look at the site and also considered it favorably in this regard.

I will get this information to Mr. Jackson first thing next week.

Again, thanks very much; hope you have a nice Labor Day weekend.

Very truly yours,

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

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SEP 3 1965

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1965

1-2107
6x30

To: MEMO TO THE FILE

SUBJECT: Barney Lucas Property

Mr. George Ruby, Member of the State Parks and Recreation Advisory Committee, was contacted by telephone this morning in regard to his reaction to an inspection of the Barney Lucas property in Clackamas County near Estacada.

Mr. Ruby was very enthusiastic; he said he thought it was a property that should be acquired if at all possible and suggested that if a deal depended upon taking upland residential type acreage, which Mr. Lucas has now included in his offer, we consider acquiring it and reselling for residential purposes.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
David G. Talbot

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SEP 14 1965
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3-3708
6X80

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September 2, 1965

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Barney Lucas Property

Dear Lloyd:

It was good to talk with you on the phone today and I am sorry that we weren't able to get together the two prior days when each tried to call each other. Enclosed is the report which I wrote up following my visit to the premises last Sunday. I discussed this report with you on the telephone and really, I think, there is nothing to add that I haven't already put in writing. In a nutshell, I am all for purchase if it can be acquired at a price we can justify based on the appraisals and what has been spent in improving the property both before and since the appraisals.

Also enclosed are my expense statements which it was suggested I send to the Parks Department so you can pass them along to the right person.

Your letter of August 18 covered the subject of sending to the members of the Advisory Committee photos of news clippings. Although these are certainly interesting, I have so much material to read that I would like to have you remove my name from those to receive them. I'll get what I need along this line from your own department news releases and my own general reading of the daily newspapers.

Cordially

George D. Ruby

rw
cc: Loren L. Stewart
David Talbot

NOTED
LLOYD P. SHAW

RECEIVED
SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

8-29-65

REPORT OF GEORGE D. RUBY INSPECTION OF PROPOSED PARK ON BARNEY LUCAS PROPERTY NEAR ESTACADA SIX AND ONE QUARTER HOURS ACTUALLY ON THE PREMISES IN COMPANY WITH BARNEY LUCAS AND JAMES M. SIMMONS

1. Description of property offered:

Initially "about 1,000 acres."

When it was found the area initially proposed was far short of that acreage, two additional level parcels which Mr. Lucas intended for homesites, were added - one located about 2,000 feet from Springwater Road and the second about 3,400 feet from Springwater Road, both being on the south side of the originally tendered tract.

A fourth parcel was put in Mr. Lucas "final" offer, also level homesite property and on the south side of the original offer. His present offer is for the properties now indicated on the map, even though they may total less than 1000 acres.

Boundaries - Clackamas River frontage 15,000' to 16,000' on a meander line; frontage on P.G.E. property above and below River Mill Dam and area adjacent to Estacada Lake but separated from it by a road and narrow strip of land 5500' to 6000'; 18,000' along east and south boundary from point near Estacada Lake to a point on Springwater Road (7000' of this is at the top of a steep slope of land and 11,000' with good level building site land, both within and without the proposed park boundary); 1300' frontage on Springwater Road including long used roadside view site of the Clackamas River and mountains.

Improvements -

9-hole golf course roughed in;

Well has been drilled near the river and north of Dog Creek on a level picnic-type area producing 125 to 140 gallons per minute;

Network of excellent unsurfaced roads;

Large amount of clearing has been done on the level areas about 800 ft. above the river as well as large areas adjacent to the river, including golf course area and several areas on intermediate benches, all of which appear compatible with park use and development. Grading in connection with these areas would seem to be substantially what might have been done if it were being developed as a park;

Due to the December 1964 flood, a large amount of rip-rapping and bank improvement has been done along the river;

A number of excellently located culverts have been put in, particularly in connection with the golf course;

Running through a large portion of the property is an 18-inch water main for the Oregon City water supply which can be tapped on a terminable at-will basis at low rates.

General -

There is a possibility the owner of this property may own a portion of the right of way running along the south side of Estacada Lake adjacent to owner's property. He claims to have a number of easements in any event from his property to the lake shore;

Somewhere between about 200 and 300 acres of the total being offered the State would be land classified as no good for a real estate development and, therefore, would have a low price tag;

Owner claims about 40,000 board feet of merchantable timber on the area offered;

Elevation at the river about 302 feet above sea level - large clear building areas adjacent and near Springwater Road are at an elevation of about 800 feet;

To March 15, 1965, owner spent about $84,000 in effecting above improvements and between that date and August 19, 1965 about $49,000 more.

2. Land to be retained - After sale to State, 179 acres less lots already sold 45 - leaving a balance he will sell of 134 acres. Lucas places a value of $1000 per acre on the level building site areas which he will retain if they are "wholsesaled in blocks of about 20 acres or more" as he plans.

3. Price - March 15, 1965 offering price to State for "about 1,000 acres" was $250,000. Since then, because of additional spent in improvements, he increased the price to $275,000 as of June 4th. He figures the river front, if divided into 100 x 200 ft. building lots, has a value of $50 per front foot. His reason for offering this to the State is because he had large capital gains in 1964 and after conferring with his accountant because of the December 1964 flooding, decided to take flood damage tax loss on his 1964 tax returns to offset capital gains. He cannot change this decision that was made on the tax returns. Therefore, must sell the entire area offered as a single unit according to his tax advisor.

4. Purchases by Lucas - Acquired 1,125 acres about June 1963 from Mr. Kammeier who in turn had held it two years after buying it from Colonel Knight. About June 1964 bought additional 54 acres giving him total according to tax and deed records of 1,179 acres. Claims to have paid $200,000 for the major parcel and $11,000 for the second. Thus he would have a total of about $344,000 in the entire 1,179 acres including improvement expenses to 8-19-65. The 54 acres was bought through Estacada land company from a New York corporation.

5. Adjacent property possibly available to the State - There is an island owned by P. G. E. in the river southeast of the golf course layout (sketch map given to me by the State Parks Department erroneously marked this island as included within the Lucas ownership). If a State park is created at this general area, it would seem likely that P.G.E. might be induced to make a gift of the island.

P.G.E. also owns a large tract of good level land adjacent to the Lucas property and also fronting on the river immediately below their River Mill Dam. Fine stand of timber on this land including some very large cedars.

6. Miscellaneous - Estacada realtor familiar with this property and other properties in the area is a Mr. Campbell. Barney Lucas has specialized in golf course developments but also had other tract developments, including properties at Neakahnie, Palisades, Gearhart Hotel, Wilsonville and Surf Pines north of Gearhart. Lucas claims to have some individual or group of individuals interested in purchasing the property if the State rejects it and they would develop it for its golf course and building sites. (Possibly the person he has interested is John Gray of Omark Industries.) Lucas' attorney is John W. Kendall of Portland and his Certified Public Accountant is Harry D. Skelton of Portland.

7. Conclusions:

I am very enthusiastic about the potentials of this area as a State Park even though the price tag may be high. I have no valid opinion regarding the asking price but must leave that to the appraisers and other experts. I would recommend the purchase provided the price is reasonably close to the State's appraisal figures, giving adequate recognition to about $133,000 for improvements plus those made since August 19, all of which appear substantially usable in park development. It seems to me that the general type of location and highway accesibility and most of the possible recreation uses for the property are somewhat comparable to what we have at Silver Falls Park near Salem. Of course, at the Lucas property, we have a large river adjacent with excellent fishing, swimming and boating possibilities (there are long stretches of smooth, deep water) whereas at Silver Falls the principal attraction is the water falls. This proposed park would be excellent for playfields, hiking, camping, horseback trails, group use such as for youth and church organizations, fishing, boating and the scenery is unexcelled for its type. It will be close to a major east-west highway someday, assuming the Clackamas River route eventually goes through to the Wapinitia Road.

There are two reservations which I have. First, I would question the advisability of the State Parks Department getting into the golf course business. Therefore, at this point, I would recommend, if we acquire the property, the roughed in golf course be left as is, except to seed it for picnic and recreation area usage without any need to disturb the ground as it now sits. Secondly, it may not be practicable for the State to retain ownership of the 2nd, 3rd and 4th parcels mentioned in point 1. This is high value land for residential building sites and may not be either usable or desirable for park purposes. I assume that it could be resold by the State even though acquired at this time as part of the package deal.

RECEIVED
AUG 25 1965
FORM E-30 SOH 7-64 SP*6229-734
FOR FILING
3-3708
6880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1965

SUBJECT:

To: MEMO TO THE FILE

As ordered by Mr. Jackson at the August 23 Commission meeting, I have contacted the members of the Parks and Recreation Advisory Committee asking that they inspect the Barney Lucas property near Estacada at an early date.

Loran Stewart was out of state this week.

George Ruby will look at the property this weekend (August 28 or 29).

E. R. Fatland cannot get away until after September 7.

Eric Allen cannot get away in the near future.

Alfred (Cap) Collier cannot get away.

Lestle Sparks is tied up with State Fair matters and cannot get away.

P. M. Stephenson will not be in this area for a week or ten days.

Donald McGregor will be at the Lucas place, Thursday, at noon. Mr. Lucas is advised of this and will expect Mr. McGregor and L. V. Koons at that time.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Glenn L. Jackson
Forrest Cooper
R. L. Porter
David G. Talbot

FORM E-123X 50M 8-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 23 1965
FOR FILING
3-3708
6-880

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 20, 1965

Mr. George D. Ruby
P. O. Box 3001
Portland, Oregon 97208

Dear George:

Attached is a rough sketch of the Lucas property. You will note that it is on the Springwater Road 9 miles east of Carver.

There is an overlook on the north side of the road and a tavern on the south. This point is 700' east of the west line of the property and it continues from this point 1.7 miles along the road, easterly. Our proposed taking lies between the red line of the river, with the exception on the extreme easterly part where it does not reach the river.

The owner's name is Barney Lucas and he lives on the property, as marked on the map. The gate into the area is locked but I am sure that Mr. Lucas will be glad to furnish a key.

Hope you can find your way to the property with this sketchy map.

Sincerely,

L. V. Koons, Deputy
State Parks Superintendent

Enc.
LVKshl

NOTED
LLOYD P. SHAW

RECEIVED
SEP 21 1965
FOR FILING 3-3708

HENRY D. SKELTON, C.P.A.
ROBERT S. DORAN, C.P.A.
RAYMOND J. POHS, C.P.A.
OLIVER E. BATDORF, C.P.A.

SKELTON, DORAN & COMPANY
CERTIFIED PUBLIC ACCOUNTANTS
0224 S.W. HAMILTON STREET
PORTLAND, OREGON 97201

TELEPHONE
227-2561

6480

August 19, 1965

Mr. Glen Jackson, Chairman
State Highway Commission
Salem, Oregon

Dear Mr. Jackson:

Re: Barney Lucas
Clackamas River Property

On March 2, 1965 I submitted to you a schedule of expenses on the Barney Lucas Estacada Ranch of $84,298.06. Mr. Lucas has asked me to bring his expenses up to date as of August 1, 1965. We find that he has expended an additional $48,751.45.

Yours very truly,

Harry D Skelton

HDS/eew

RECEIVED
AUG 23 1965

FORM E-SCR—SOM—1-65 SP*8418-734

FOR FILING
3-3708
6320

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1965

SUBJECT: Barney Lucas Property - Estacada

To:
MEMO TO THE FILES

On August 18th, with Mr. James Kuhn of the Legal Division, I called on Mr. Barney Lucas at his home near Estacada. The purpose of this contact was to ascertain what additional land Mr. Lucas wants to add to the proposed acquisition of 861 acres to round it out to 1000 acres.

We went over the entire area and decided that the south boundary of the east portion of the tract be moved uphill or to the south of the original line of taking, all other boundaries to remain the same. The added area amounts to 90.7 acres as measured by the planimeter. A summary of the estimated acreage is as follows:

Acreage retained by Lucas	178.7 acres
Acreage in proposed acquistion	952.0 acres
Total acreage in tract	1130.7 acres

Mr. Lucas claims that he is paying taxes on 1179 acres. There may be a change in the total State taking after the boundary survey is completed on the additional 90+ acres, but will not amount to the 49+ acres claimed by Lucas.

The additional land proposed to be added to the original area lies on the second terrace and is suitable for building sites. It is my opinion that this land will appraise in excess of $500 per acre.

We are having the new boundary line staked on Monday, August ~~23~~ Friday, 20 and Mr. Shaw is arranging for the appraisal at an early date.

L. V. Koons, Deputy
State Parks Superintendent

LVKshl

NOTED
LLOYD P. SHAW

RECEIVED
JUL 15 1965
FOR FILING
3-3708
6880

Salem, Oregon
July 13, 1965

Transportation to Lucas Property
Temporary Basis Only

Mr. David G. Talbot
State Parks Superintendent

You discussed with me earlier today the fact that Mr. Lucas had requested our survey crews not to be seen in State cars in the vicinity of his own contract crews. While I do not understand Mr. Lucas' reasoning, it is not ours to question. Apparently he had some fear his contractor and/or hired personnel would resign if any knowledge of the proposed State acquisition became common.

For this reason it would be satisfactory to use one personal car for survey work while running the property lines necessary to the appraisal being made of the Lucas property. This will be paid at the regular State rate for personal car mileage.

This practice is to be discontinued immediately upon progress of the work to the point that Lucas' crews will be out of sight range or that his crews are no longer working in the vicinity.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter

FORM E-30 8OH 7-64 SP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1965

SUBJECT: Lucas Property

To:

Mr. David G. Talbot
State Parks Superintendent
OFFICE

Last week when Mr. Lucas was contacted by Robert Smith Mr. Lucas was concerned regarding State cars being used by the Survey Crew, as his men might get wind of the sale and quit. Also Mr. Lucas asked that the Survey Crew not state their actual reason for being there.

In view of the delicate situation, approval is requested for the Survey Crew and Robert Smith to drive private cars to do this phase of the work and the men be reimbursed according to the schedule as outlined in Circular Letter No. 726, dated March 23, 1962.

W. M. Beckert, Assistant
State Parks Superintendent

WMB:hl
cc: R. E. Smith

NOTED
LLOYD P. SHAW

RECEIVED
JUL 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 13 1965

FORM E-30X—80M—1-65 SP°6618-734

1-3708
1220

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1965

NOTED
LLOYD P. SHAW

To: Mr. John K. Scott
District Supervisor
District I
MILWAUKIE

SUBJECT: Barney Lucas Property
Proposed Park Site
Estacada

This will confirm my telephonic request to you to proceed with contracting for two fee appraisals on the above captioned park site in accordance with Mr. Shaw's instruction this date. I have requested the Parks Department to furnish to us, as soon as possible, an appropriate description of the area to be acquired. In the interim, we should engage our appraisers and proceed to gather all the necessary data for writing the ultimate value conclusion.

LAURENCE A. HOLT
Administrative Right of Way Agent

LAH:mk

cc: L. P. Shaw
L. V. Koons

RECEIVED
JUL 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1965
FOR FILING

FORM 2-20 BOM 7-64 SP*0229-734

Const
R/W
Parks

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1965

SUBJECT: Proposed State Park
Barney Lucas Property
Clackamas County

To: Mr. Forrest Cooper
State Highway Engineer

NOTED
R. L. PORTER

You have seen the new mosaic of the Lucas property and the various proposed use areas sketched roughly thereon. You probably recall that the planimeter area based on this new mosaic is approximately 800 acres instead of the 1,000 acres Mr. Lucas had expected to transfer to us.

We have also completed a right-of-way appraisal of the area and the figure placed on the 800 acres is $140,000. This figures up to $175 per acre in contrast to the $250 per acre Mr. Lucas had in mind.

In view of the origin of this proposal, which I believe was made to Mr. Jackson, I feel possibly some further contact with Mr. Lucas by Mr. Jackson might be in order. I have heard Mr. Jackson and Mr. Simpson comment on this property and they both apparently consider it very desirable so that the only question would be a satisfactory price.

As you know, we had hoped to find some timber area we might trade to Mr. Lucas to offset part of the purchase price. The only parcel of timber which is intact and available for sale is the parcel between Brookings and Carpenterville in Curry County which bears an appraisal of $20,000. From the blow-down timber being logged at Silver Falls Park, approximately $57,000 is yet to be realized when the logging is completed. This Silver Falls timber is from State-owned land and is not subject to restriction by agreement with the Federal Government. As of June 15, 1965, it appeared that the remaining timber value plus money due from timber sales totaled $77,000.

During the month of June, but prior to June 15, payments for timber from State parks totaled approximately $52,482. I see no way that this could be applied to the Lucas property, but

Ordered a lee appraisal. Lots
Porter - Comm. ord
discuss

it is interesting to notice that the parks have returned a considerable amount of money quite recently.

Will you please advise me as to what action you wish taken in regard to the Lucas purchase.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter
Victor D. Wolfe

March 3, 1965
Barney Lucas
Estacada, Oregon

Mr. Glenn L. Jackson, Chairman
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Jackson:

I would like to offer the State of Oregon through your Highway Commission the opportunity to acquire what is perhaps the finest large recreational property remaining in the state.

The property is located forty minutes from Portland City Hall in Clackamas County, west of the town of Estacada. It is separated from the town by Estacada Lake. The area consists of 1000 acres more or less. The real attraction and value of the property is in its river frontage. It has an estimated three and one half miles of Clackamas River frontage plus three to four thousand feet on Estacada Lake. River Mill Dam is the dividing line between the river and lake property.

I purchased this land twenty-two months ago with the express purpose of developing a major recreational real estate property. During this period, and currently, a large scale land clearing project has been my principal activity. Furthermore, I have built over five miles of road in order to open up the area.

The 1964 Christmas flood, plus a flood damage tax write-off has created a situation in which it is advantageous for me to make one sale rather than to complete my original subdividing plans. Because of the flood there is an area that can never be used for anything but recreational purposes. However, the major part of the river front property and all of the lake property were well above flood stage.

One of the prime features of the property is that it has complete privacy, and access to the area is controlled by means of a single road. A four hundred foot cliff is the boundary line of the property on the west. Also, the area is a real

game refuge, the former two owners having kept it posted for the past twenty years.

As indicated above, clearing is continuing on the project. At the moment a truly beautiful piece of ground is being developed for a nine hole golf course within two hundred feet of the river, with a road on three sides of it. It has two to four feet of soil with rock below which gives fine winter drainage - all contributing to an ideal park site - second to none.

At the present time the Clackamas River has no re-regulating dams. Believing that a portion of the property would be a potential dam site, I have retained the firm of Haner, Ross and Sporseen, Consulting Engineers, to make a feasibility study. The attached report indicates that it would be practical to build a re-regulating dam here, which would create a 350-acre lake. Such a lake would have even more recreational appeal than the river.

I am also enclosing a report by Skelton Doran & Co., C.P.A.'s, regarding the amount of monies spent up to date on the project. These figures represent out-of-pocket expenditures; they do not reflect any disbursement for management, supervision or initial cost of land.

I offer the above described property to the State of Oregon for a sum of $250,000.00. I would entertain an offer to trade on that valuation for timber or timber land.

The property involved, which is outlined on the aerial map and takes in all lands that might be considered below the cliffs, is offered "as is"; that is, the condition it is in as of the first Highway Commission meeting after the March 9, 1965 meeting. It should be understood that some clearing and burning will not be completed on that date. I can contract to continue all burning and any clearing for a rate of one half the going rate for the rental of any equipment used. Any sum so contracted would be added to the base offer and could be paid in the form of cash or timber.

Very truly yours,

Barney Lucas, Seller

HARRY D. SKELTON, C.P.A.
ROBERT S. DORAN, C.P.A.
RAYMOND J. POHS, C.P.A.
OLIVER E. BATDORF, C.P.A.

SKELTON, DORAN & COMPANY
CERTIFIED PUBLIC ACCOUNTANTS
0221 S.W. HAMILTON STREET
PORTLAND, OREGON 97201

TELEPHONE
227-2581

March 2, 1965

Mr. Glen Jackson, Chairman
State Highway Commission
Salem, Oregon

Dear Mr. Jackson:

Re: Barney Lucas
Clackamas River Property

In compliance with a request by Mr. Lucas, we have reviewed his accounting records and prepared the attached schedule of expenditures for the Clackamas River property. These items are in addition to the cost of land and his personal residence.

It is Mr. Lucas' opinion that practically all of these costs are properly allocable to the 1,000 acres (more or less) which are the subject of his offer to the State Highway Commission.

Yours very truly,

Harry D. Skelton

HDS/clb

Enc.

BARNEY LUCAS
Estacada, Oregon

Schedule of Clackamas River Property
Expenditures From Date of
Purchase to December 31, 1964

"Prepared from the books without audit"

Payroll and payroll taxes	28,759.92
Clearing, well drilling, pipe	10,577.04
Road grading, rocking, hauling	4,968.91
Gas and oil	4,762.67
Supplies and miscellaneous tools	2,684.62
Repairs	8,961.60
Legal, accounting and office expense	4,001.30
Interest	9,742.08
Depreciation	9,839.92
	84,298.06

REPORT ON

CLACKAMAS RIVER DAMSITE

For

Mr. Barney Lucas
Redlands, Oregon

LOCATION:

The damsite under consideration is situated on Clackamas River about 2-1/2 miles downstream from River Mill Dam where the stream channel is at elevation 250 feet mean sea level. The spillway and power plant would be located in the SE 1/4 of Section 13, T. 3 S., R. 3 E., W.M.

PURPOSE:

The principal purposes of a dam at this location would be to re-regulate the flows from River Mill power plant, develop hydroelectric power, enhance fish life in the river and provide a reservoir for recreation purposes.

FOUNDATION:

Foundation conditions at this site are suitable for a dam of the type proposed. The dam would be founded on a consolidated silt and clay called hardpan. When used to support buildings this type of material is used to carry loads up to 175# per square inch. For a dam such as this, a maximum design loading of 60# per square inch will be used. Generally, over the area proposed for the spillway the hardpan is covered by a layer of 7 to 8 feet of soil and gravel. Upstream from the ridge at the axis of the earthfill dam the gravel consists of a large percentage of cobbles. The ridge itself consists almost entirely of impervious hardpan.

PROJECT PLAN:

The project plan is shown on the enclosed drawing. The spillway dam proposed would consist of a slab and buttress type structure. This type of structure would result in a minimum of toe pressure and largely eliminate foundation uplift. A stilling basin designed for the maximum spillway design flood would be provided. Fourteen 25' x 25' tainter gates would control flows over the spillway.

The spillway as shown is designed for a maximum flood of 200,000 cfs. This is the capacity recommended for North Fork and River Mill by the Federal Power Commission. The spillway will pass 150,000 cfs with the

reservoir at normal pool. However, a study will be required to determine the actual spillway capacity required for this project.

An earth and gravel fill dam would connect the spillway with the right abutment. The impervious core would be founded on the impervious hardpan. Some treatment would be required for the existing ridge which forms part of the earthfill dam. A gravel shell would be placed on the downstream slope. A layer of gravel faced with riprap would protect the upstream slope.

The power plant would be located at the Southwesterly end of the spillway structure and would serve as a section of the dam. Tentatively, the plant would include two Francis Units of 7500 hp each connected to 5500 kva generators. These units appear to be adequate in view of past river flows; however, if a reasonable amount of storage is provided at some upstream point considerable change in required capacity at this site might result.

A fish ladder and a collecting system would be constructed in the vicinity of the power plant. The collecting system would involve one or two spillway bays adjacent to the powerhouse. The upstream end of the fishway would be designed to operate efficiently with pool fluctuations as required.

The reservoir would be held at an elevation consistent with operations at River Mill Dam. This elevation appears to be about 302 feet mean sea level. Power production computations for both this proposed project and River Mill would be necessary to determine the most efficient pool elevation to be used.

BENEFITS:

The benefits resulting from the proposed project would consist of:

(a) Re-regulation of the fluctuating discharges from Cazadero and River Mill dams, thereby protecting downstream reaches from damage.

(b) Production of upwards of 50,000,000 kwh of energy per year.

(c) Provision of a lake of 350 acres for recreation purposes.

(d) Enhancement of fish resources by the provision of a lake for this purpose.

COST ESTIMATE:

A preliminary estimate of cost has been prepared and is enclosed. The estimate indicates the total project cost would be about $5,800,000, including engineering and overhead. It should be noted that the estimate does not include cost of rights-of-way for the project. Also, no provision is included in the estimate for transmission line or substation.

HANER, ROSS & SPORSEEN

By _____
Stanley E. Sporseen, Partner

March 2, 1965

2/24/65
SES

COST ESTIMATE

CLACKAMAS RIVER DAM

Item No.	Description	Unit	Quantity	Unit Price	Item Cost	Feature Cost
	Concrete Spillway & wingwalls	CY	30,000	70.00	2,100,000	
	Excavation, Common	CY	100,000	0.75	75,000	
	Excavation, Foundation	CY	40,000	1.00	40,000	
	Spillway gates & hoists	Ea.	14	40,000	560,000	
	Gantry Crane	Ea.	1	125,000	125,000	
	Power plant	Kw	10,000	125.00	1,250,000	
	Fishladder	LS	1	150,000	150,000	
	Embankment, Pervious	CY	200,000	0.45	90,000	
	Embankment, Impervious	CY	75,000	0.60	45,000	
	Embankment, Sand Filter	CY	20,000	1.50	30,000	
	Excavation, Cutoff	CY	5,000	2.00	10,000	
	Excavation, Found.stripping	CY	30,000	0.40	12,000	
	Embankment, Riprap	CY	7,000	2.00	14,000	
	Res. Clearing	Ac.	300	200.00	6,000	
	River Diversion	LS	1	43,000	43,000	
	Geology & Foundation Exploration				50,000	
	SUBTOTAL				$4,600,000	
	contingency, 10%				400,000	
	DIRECT COST				$5,000,000	
	Engineering, Construction Supervision &OH 16%				800,000	
	TOTAL COST				$5,800,000	

2/24/65
SES

COST ESTIMATE

CLACKAMAS RIVER DAM

Item No.	Description	Unit	Quantity	Unit Price	Item Cost	Feature Cost
	Concrete Spillway & wingwalls	CY	30,000	70.00	2,100,000	
	Excavation, Common	CY	100,000	0.75	75,000	
	Excavation, Foundation	CY	40,000	1.00	40,000	
	Spillway gates & hoists	Ea.	14	40,000	560,000	
	Gantry Crane	Ea.	1	125,000	125,000	
	Power plant	Kw	10,000	125.00	1,250,000	
	Fishladder	LS	1	150,000	150,000	
	Embankment, Pervious	CY	200,000	0.45	90,000	
	Embankment, Impervious	CY	75,000	0.60	45,000	
	Embankment, Sand Filter	CY	20,000	1.50	30,000	
	Excavation, Cutoff	CY	5,000	2.00	10,000	
	Excavation, Found.stripping	CY	30,000	0.40	12,000	
	Embankment, Riprap	CY	7,000	2.00	14,000	
	Res. Clearing	Ac.	300	200.00	6,000	
	River Diversion	LS	1	43,000	43,000	
	Geology & Foundation Exploration				50,000	
	SUBTOTAL				$4,600,000	
	contingency, 10%				400,000	
	DIRECT COST				$5,000,000	
	Engineering, Construction Supervision &OH 16%				800,000	
	TOTAL COST				$5,800,000	

Paradise Park

250

250

300

Elev. 310

Max. Pool 306

1.75

1

1.75

1

3E.

4E.

North

Scale: 1" = 400'

350

300

C L A C K A M A S

300

350

3E

4E

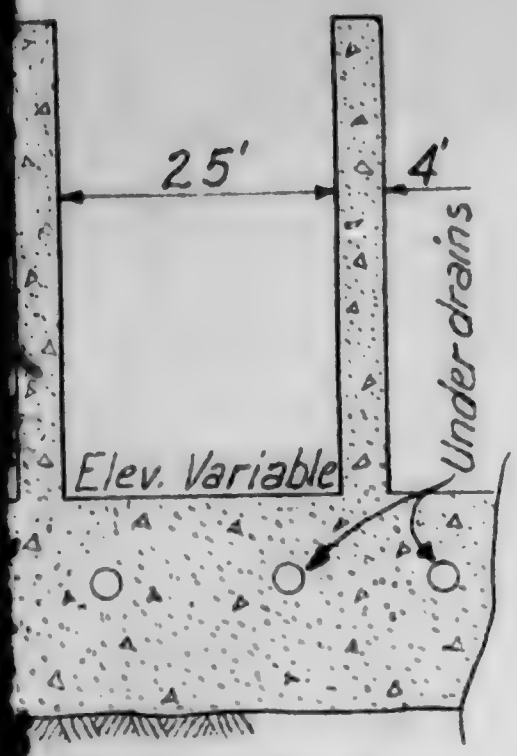
4'

Elev. V

SEC.

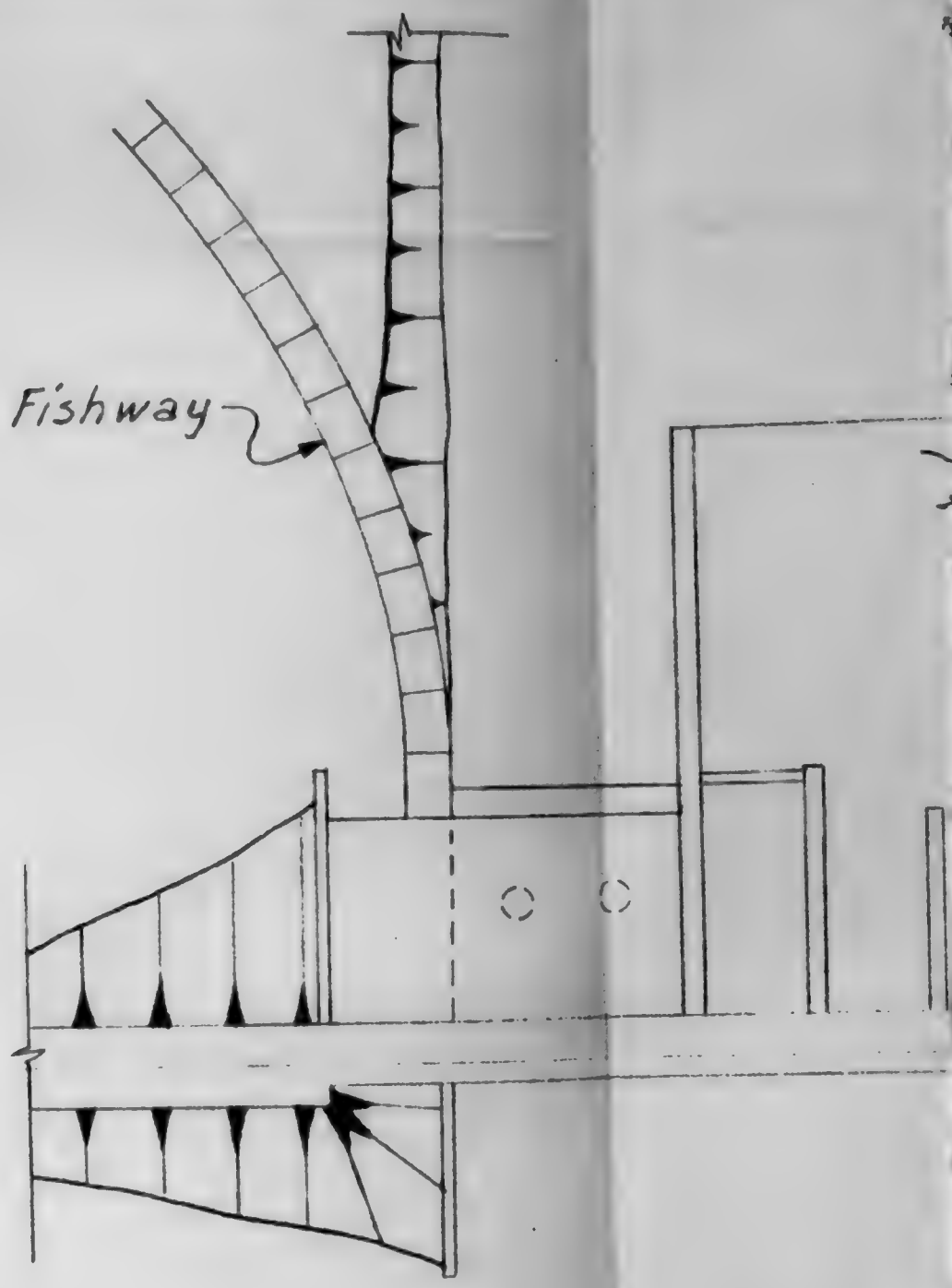
Scale: 1

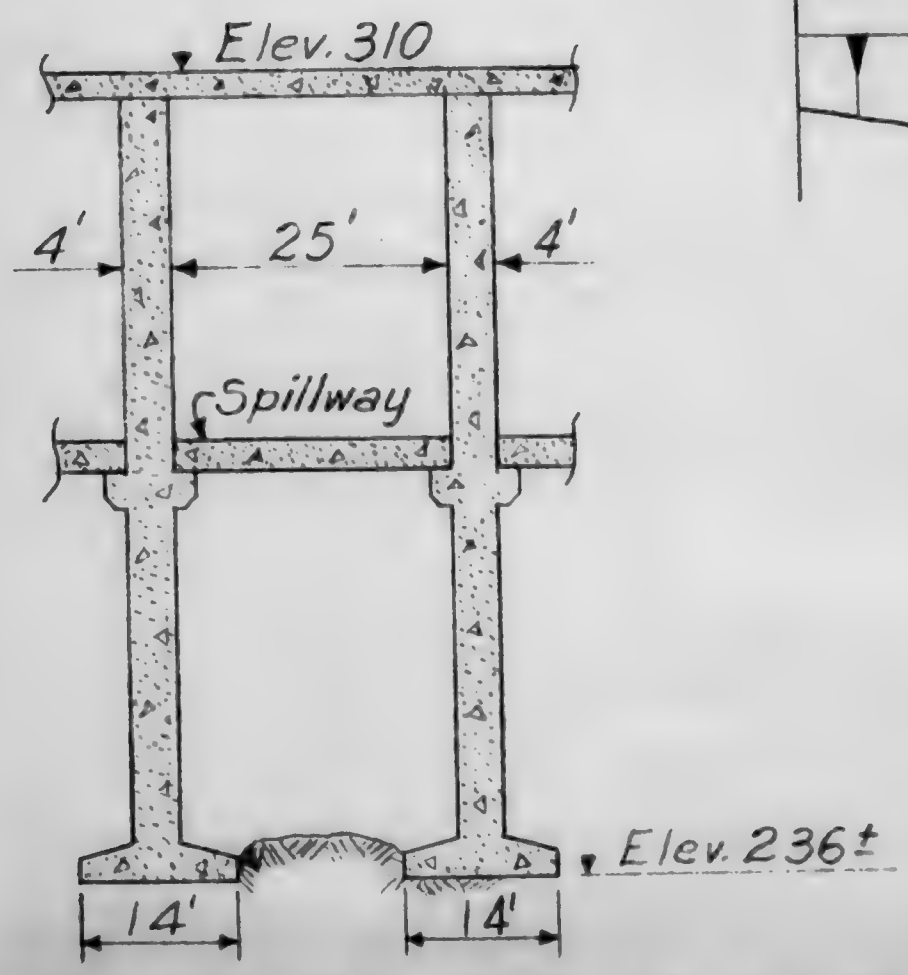
LO



SEC. A-A

cale : 1" = 20'





LONGITUDINAL SEC. AT AXIS

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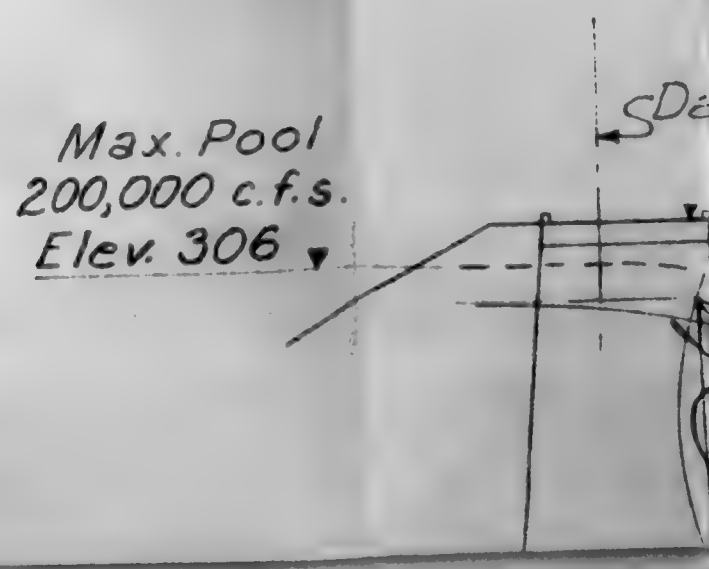
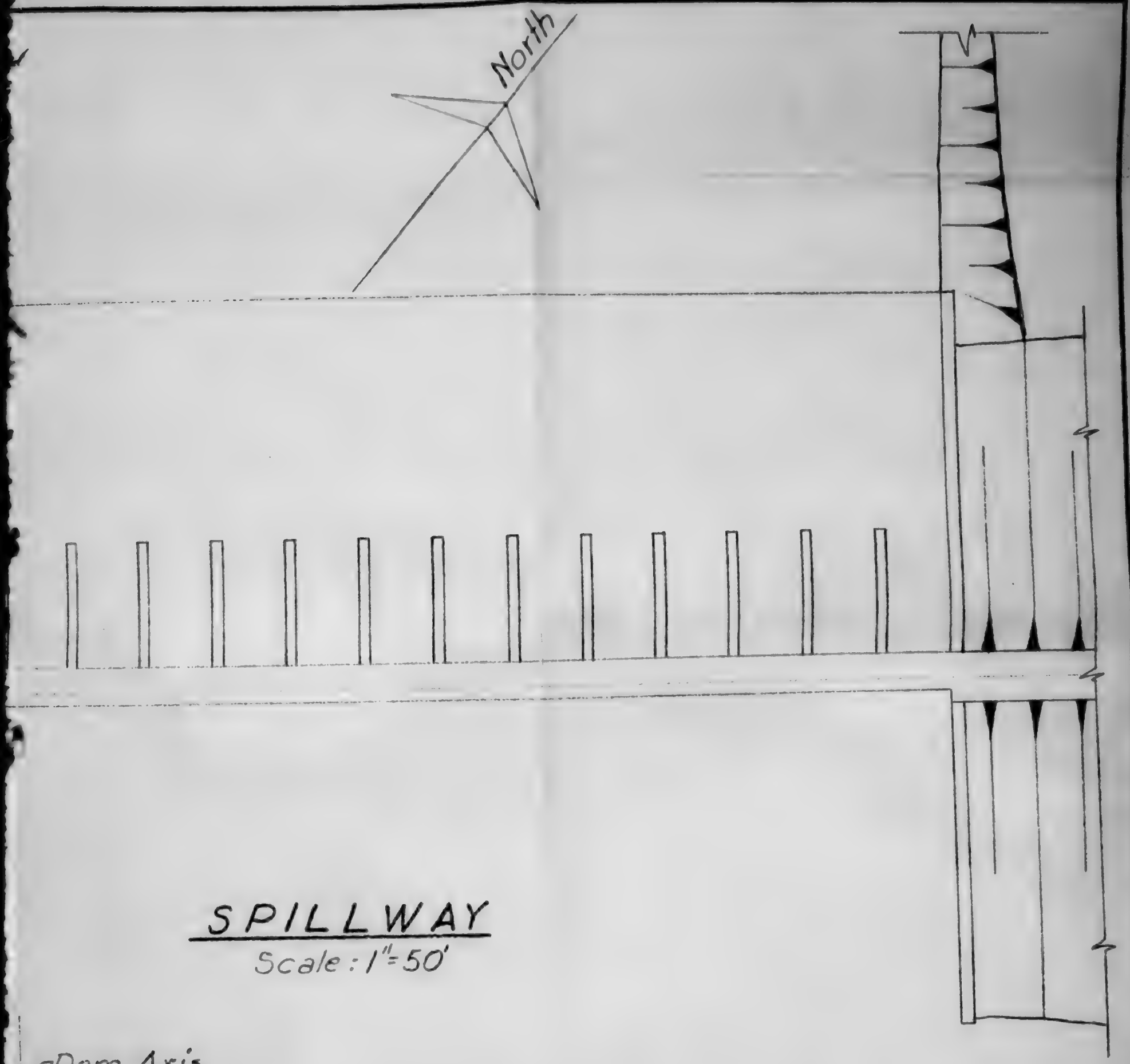
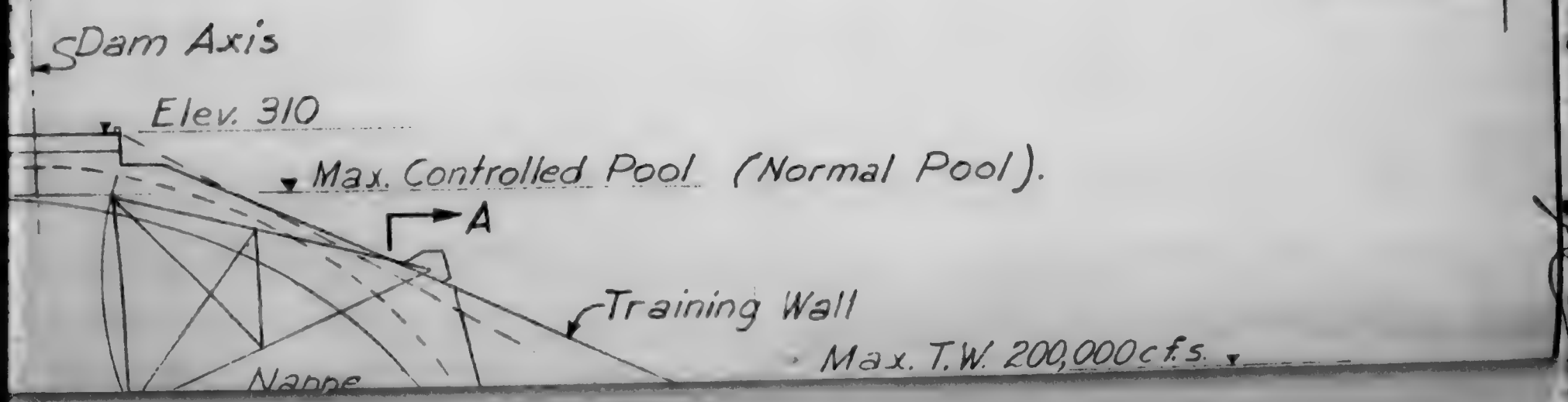
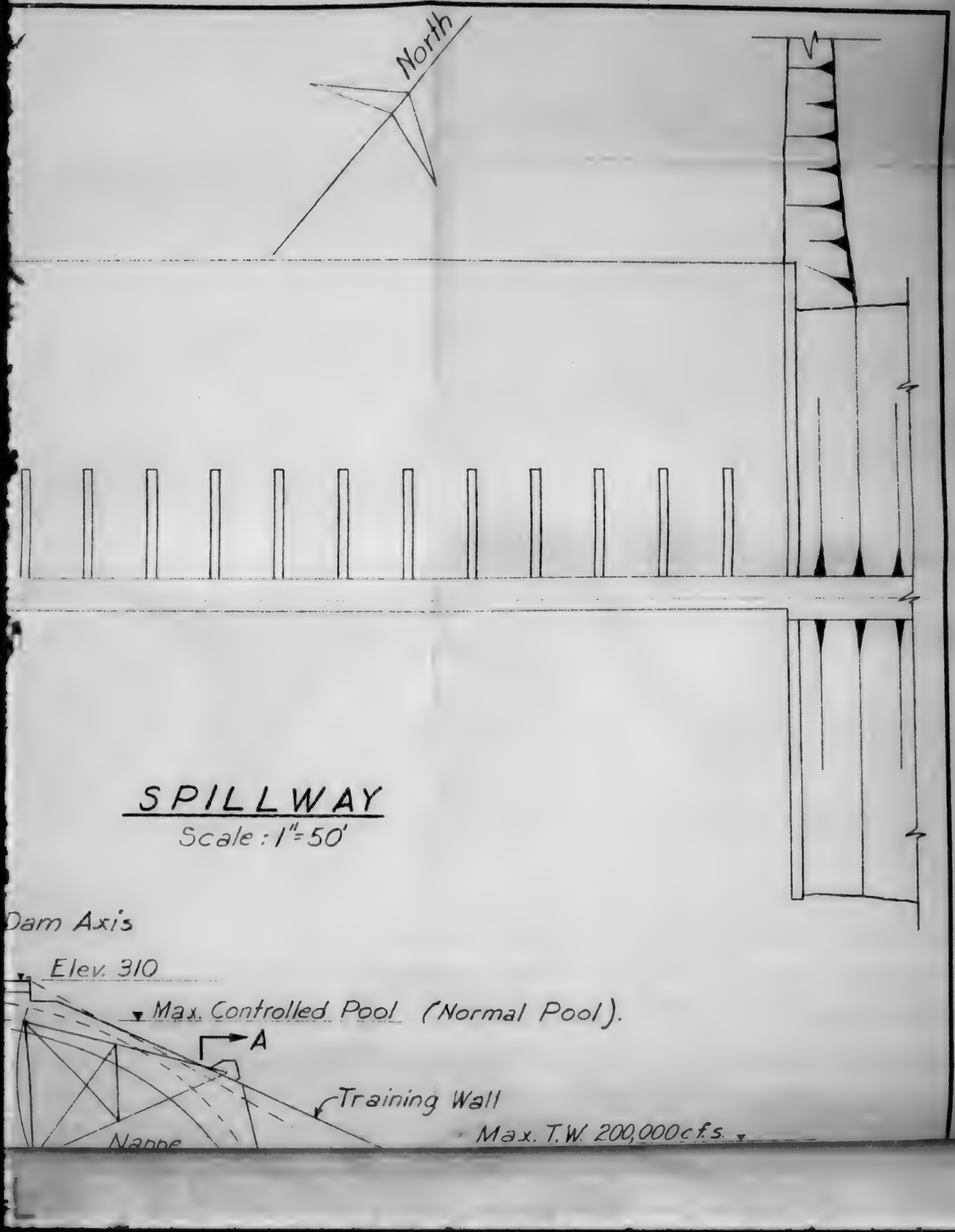




SPILLWAY

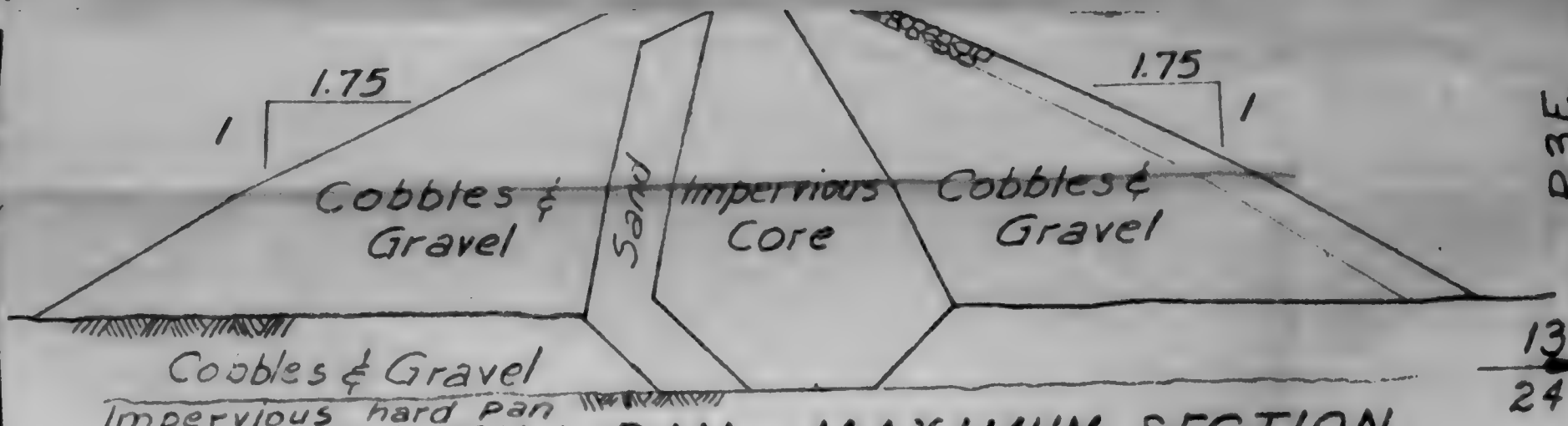
Scale : 1" = 50'





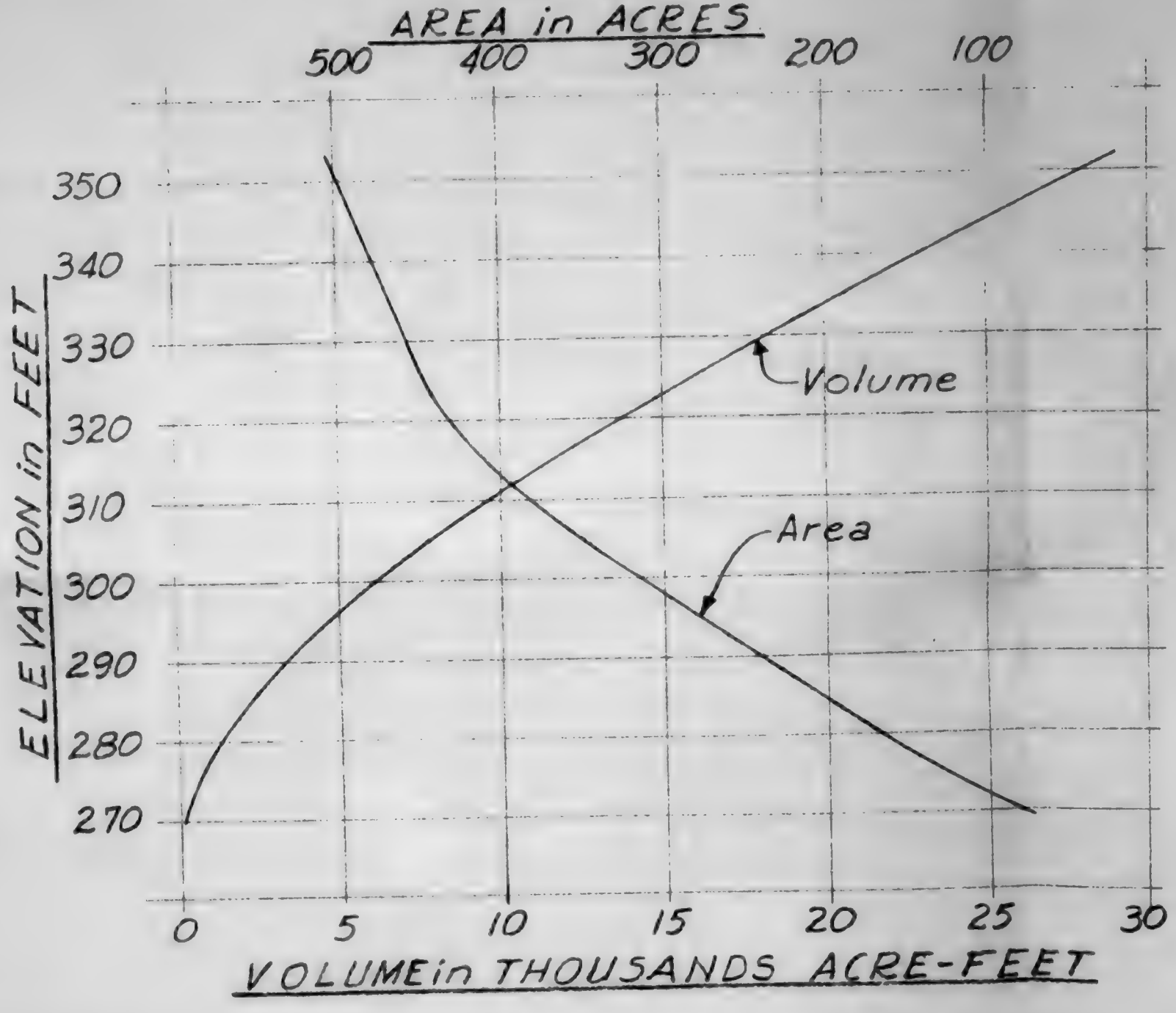
SPILLWAY

Scale : 1" = 50'



EARTH FILL DAM - MAXIMUM SECTION

Scale: 1"=30'



R.3E. R.4E.

13 18

24 19

T. 3 S.

REV. NO.	DATE	DESCRIPTION	BY

LONG

R4E.

18

19

3 S.

350

Gravel Pit

RIVER

300

300

HANER, ROS

ENGINEERS

220 S. W. ALDER

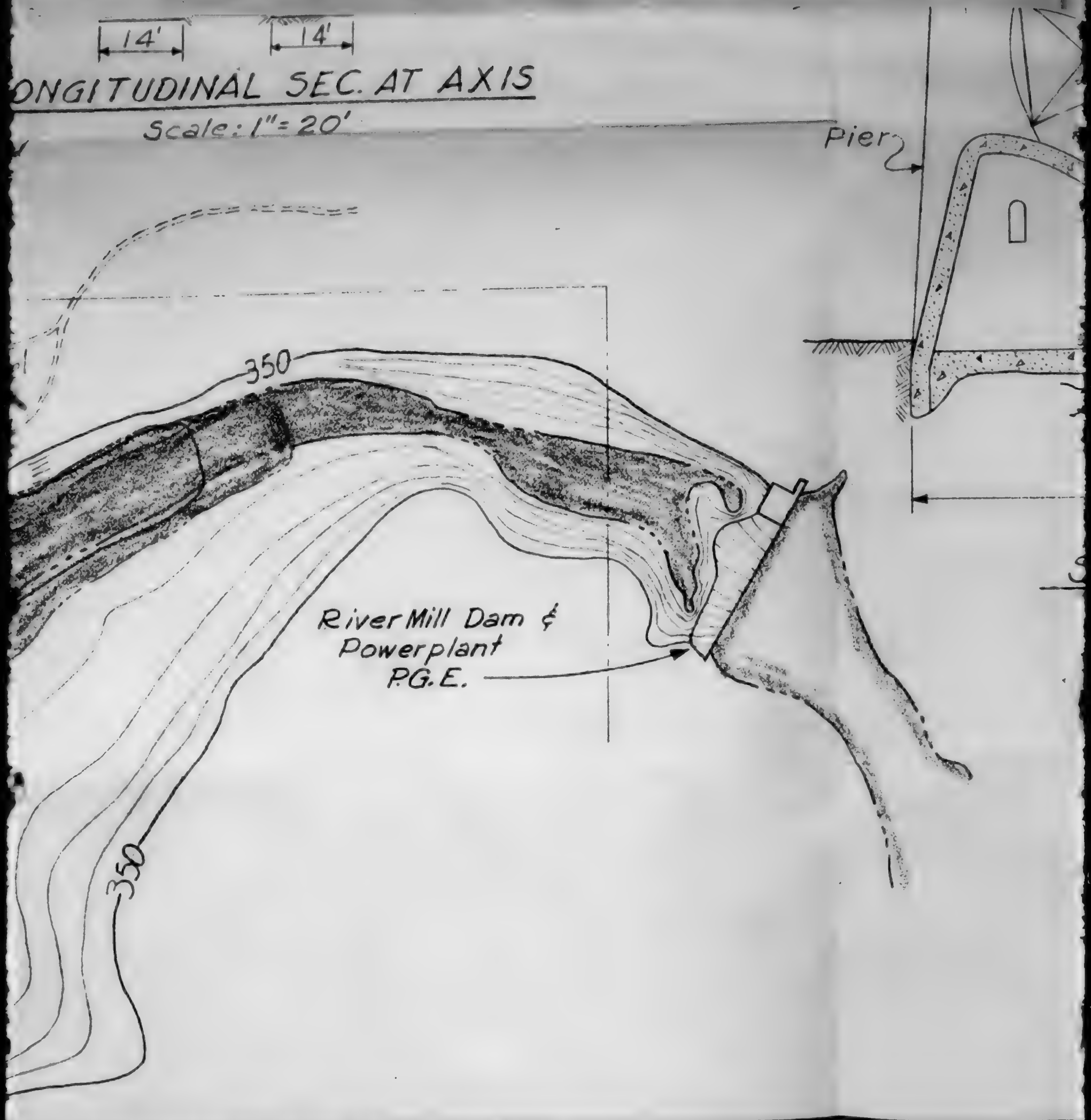
SUBMITTED Feb 26

PROJECT E

14' 14'

ONGITUDINAL SEC. AT AXIS

Scale: 1" = 20'

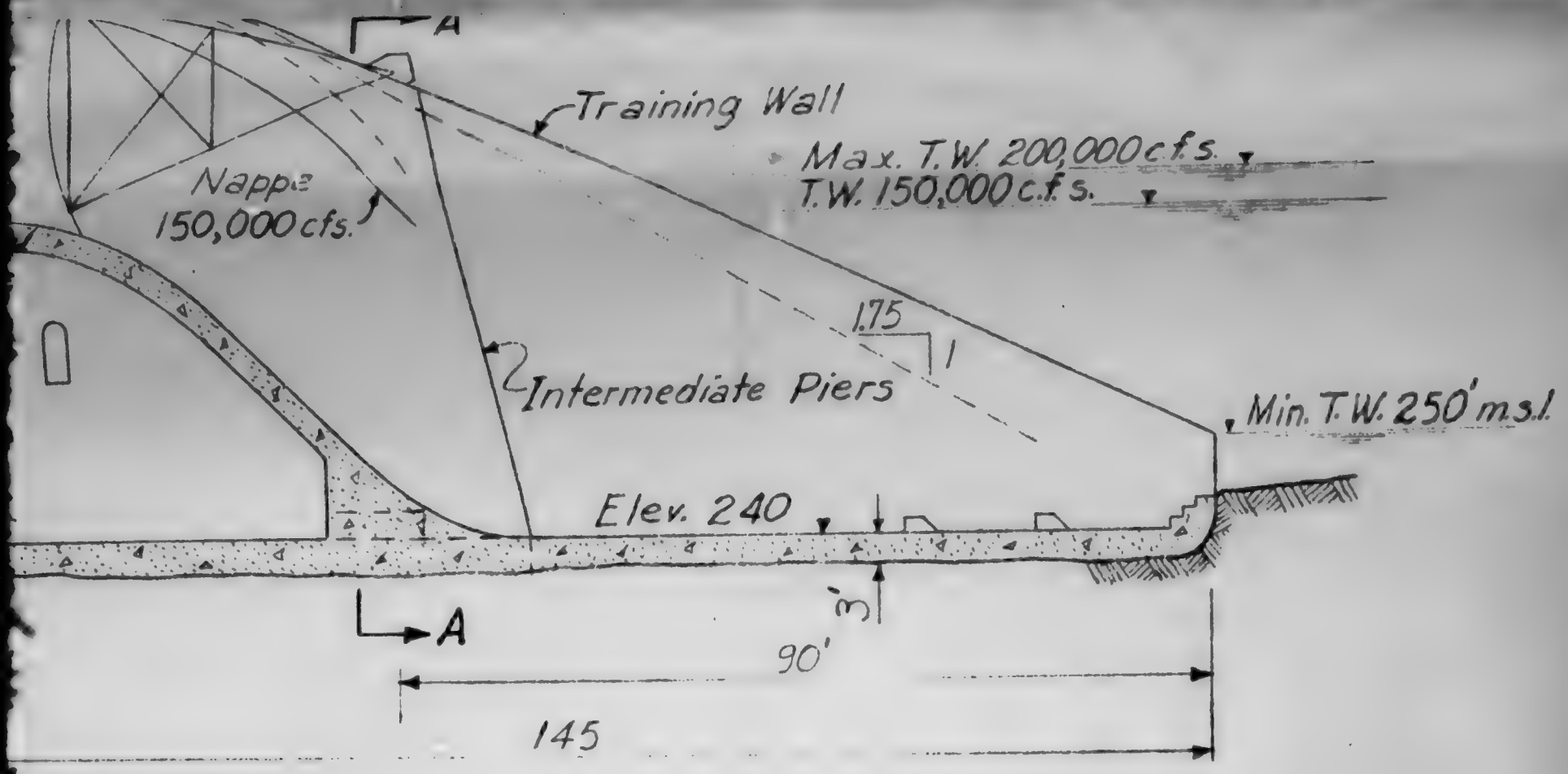


, ROSS & SPORSEEN
GINEERS — CONSULTANTS
. ALDER ST., PORTLAND, OREGON

26 1965

ROJECT ENGINEER

DESIGN BY S.E.S.
DRAWN BY C.D
CHECKED BY S.E.S.
SUPERVISED BY



SECTION AT SPILLWAY

Scale: 1" = 20'

14 - 25'x 25' Tainter Gates.
13 - 4' Thick Piers.
2 - 5' Training Wingwalls

CLACKAMAS RIVER DAM

DRAWING FILE 350 B SHEET 1 OF 1

RECEIVED
SEP 21 1965
FOR FILING

FORM E-30 SOM 2-64 SP*8220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1965

SUBJECT:
Lucas Property

To:
Mr. Lloyd P. Shaw
Assistant State Highway Engineer
D E P A R T M E N T

Prior to your leaving, you requested that in your absence we secure an appraisal (estimate) for the property, and that we review potential surplus park lands or assets which might be used as part of the payment for this land.

Working through Mr. Holt, a preliminary estimate of the value of the land was secured. The total estimate for the 800 acres came to $140,000. Please note the attached materials from Mr. Holt regarding the estimate.

Mr. Koons and I have reviewed every state park area to determine which, if any, might be considered as disposable or which might contain timber that could be sold. Four such areas or parts of areas might be considered as disposable. These are the Carpenterville-Brookings Wayside in Curry County ($20,000), a part of Cape San Sebastian State Park (land and timber at an estimated $75,000), part of the Joaquin Miller Forest Wayside in Lane County ($40,000), and Barview Wayside in Coos County, estimated at $5,000. The total estimate is $140,000. Please note Mr. Koons' memo to me covering this subject.

The disposal of park land or timber can be a very sensitive matter. A recent example of what can arise if it is not handled properly was the Point Reyes-Russell Getty situation. The four areas which we have mentioned are considered as tentative possibilities only. Dollar values attached to these properties are based on rough staff estimates.

An estimate of timber sale revenues as of June 15 indicates that we expect $57,000 to come in as a result of salvage logging at Silver Falls State Park. As nearly as we can tell, this is the last

NOTED
LLOYD P. SHAW

phase of the salvage logging program resulting from the Columbus Day storm of 1962. For your information, receipts from timber sales at state parks since 1962 total $1,245,851, none of which has been directly credited to the Parks Division.

To summarize: Mr. Lucas has offered his property, somewhere between 800 and 1,000 acres for $250,000. We have concluded that the property is very well suited to state park purposes and an appraisal (estimate) of the true cash value of the 800 acres is $140,000, considerably less than what Mr. Lucas first asked. A review of potential Park Division assets shows that an estimated $57,000 from timber sales will come to the department in the near future. Please note the attached timber sale summary prepared by Mr. Koons. When reviewing that summary, please remember to ignore references to Brookings-Carpenterville for that area is included in potential surplus property remarks.

An investigation of state park properties which might be used for trade or perhaps sale, shows that there are four such areas which bear investigation. A preliminary estimate of their value is $140,000.

David G. Talbot
State Parks Superintendent

DGT:al
Att.

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JUN 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—50M—7-64 SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 17, 1965

To: Mr. David H. Mochring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. Laurence A. Holt
Administrative Right of Way Agent

SUBJECT:
Barney Lucas Property
Proposed State Park
Estacada

I have completed a preliminary investigation of the proposed park site on the subject property. In my opinion the 800 acres outlined by the Parks Department has a present market value of $140,000.

There appears to be a difference of opinion regarding the size of the proposed site. The Parks Department report contains two acreage figures - 700 acres and 800 acres. My computations indicate that there are approximately 800 acres. The owner originally thought he had designated 1,000 acres to be sold to the State, but after checking with the title company he admits that there is something less than 1,000 acres in the site.

The total ownership contains approximately 1,200 acres. The remaining 400 acres along Springwater Road contain the most favorable land in the ownership. The owner pointed out a strip of this land which he said would be available to the State to make up the difference between the 800 acres and the 1,000 acres which was originally offered. However, my estimate does not include any of the additional area. In estimating the value of the subject property I have considered the following information:

(1) Sale of subject
Knight to Kammeyer - December 1961
1,253 acres - $197,500

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RIGHT OF WAY

(2) Sale of subject
Kammeyer to Lucas - 7-23-63
1,126 acres - $200,000

(3) Sale of southerly portion of subject
Smadbeck to Lucas - February 1964
54 acres for $11,000
Sale included 400 MBF of douglas fir that was recently sold for approximately $10,000.

(4) Since purchase Lucas had cleared approximately 100 acres for a golf course and has constructed over three miles of gravel roads. Most of the better roads are outside the area that was offered to the State. The clearing for the golf course consisted mostly of grading and shooting stumps, and it is doubtful if the total cost exceeded $200 per acre.

(5) A spot check of recent sales was made in the area between Estacada and Barton. There are no sales of large properties similar to the subject, but a random sampling of sales of various land classes was checked to determine the value range in the area.

A detailed appraisal report would require considerable time to complete, but I do not believe that there would be much of a change in my estimate of value. If considerable new information is uncovered, my opinion might vary considerably, but at the present time this seems unlikely.

ROD J. HENRY
District Appraiser

RJH:jl

cc Mr. G. E. Rohde

TIMBER SALE RECEIPTS
or
REVENUES AS OF MAY 10, 1965

1. Silver Falls - Sold June 14, 1963 to Francis Hay Logging to be completed summer 1965		$ 60,000
2. Ecola State Park - Sold August 20, 1964 to Publishers Paper Co. Logging completed. Money not paid as of this date.		25,000
3. Humbug Mountain - Logging completed. Money not in as of this date.		25,000
4. Brookings-Carpenterville - Sale not made		20,000
5. Golden and Silver Falls		5,000
Total		$ 135,000

PAYMENTS FOR TIMBER MADE SINCE MAY 10, 1965

1. Ecola State Park	June 7, 1965	$25,112.33
2. Silver Falls	June 7, 1965	2,909.25
3. Humbug Mountain	June 8,9, 1965	5,258.05
4. Golden and Silver Falls	June 10, 1965, Advance Deposit	19,200.00
		$ 52,479.63

REVISED ESTIMATE OF TIMBER REVENUE
as of June 15, 1965

1. Silver Falls State Park	$ 57,000.00
2. Brookings-Carpenterville	20,000.00
Total	$ 77,000.00

The only other timber sale would be in Silver Falls State Park on land recently negotiated for with the State Board of Forestry. However, this money must be invested in land contiguous to Silver Falls State Park as per our agreement with the National Park System.

LVK:hl
6-18-65

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SEP 21 1965
FOR FILING
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June 4, 1965

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. Glenn Jackson, Chairman

Gentlemen:

On March 3, 1965 I made a certain offer to sell 1000 acres, more or less, of my Clackamas River property for $250,000.00 cash or a trade of state timber of a like value.

Three full months have passed since this offer was made. Mr. Cooper has brought to my attention the fact that my offer, as outlined on the aerial map submitted to your Commission, consists of considerably less than 1000 acres.

My offer was made in good faith with the belief that I had 1000 acres in the parcel offered. Be as it may, I will still produce 1000 acres, even though it will take in cleared land that has more value.

I have spent considerable money in the past three months on a crash program getting the golf course cleared and graded. In accordance with my original offer to do this work for 50% of the going sale for equipment rental, this amounts to $25,000.00, or an overall price of $275,000.00.

I stand 100% back of my March 3rd offer, but must have a decision by June 10th as I have certain commitments of my own if I am to complete the golf course this year.

Very truly yours,

Barney Lucas

BARNEY LUCAS

BL:rr

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MAY 19 1965
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1965

SUBJECT:

To: MEMO TO FILE

L

Barney Lucas called me this date re his proposal to sell to the State of Oregon land in the River Mill area of Clackamas County for a state park.

In response to queries from Mr. Lucas, I told him that it had been reported to me that the area would be nearer 700 acres than a thousand, that we were proceeding with appraisals of the area involved, that I had made a progress report to the Highway Commission, and that I would augment my report with additional information and a recommendation in the near future.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
L. P. Shaw
Victor D. Wolfe

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May 13, 1965

Oregon State Highway Commission

Gentlemen:

I have received a preliminary report from the State Parks and Recreation Division on the Barney Lucas property near River Mill Dam on the Clackamas River in Clackamas County and am transmitting a copy for your information.

There is no doubt that the property has considerable potential for recreational purposes. It appears that Mr. Lucas was wildly optimistic in his estimate of the size of the area, as our preliminary figures seem to indicate that there is probably a total of about 700 acres rather than 1,000 acres as stated by Mr. Lucas. The useable area would be substantially less than 700 acres due to steep topography of a substantial part of the tract.

Additional data is being compiled which I will send to you, consisting of a breakdown of the acreage in the various tracts and an appraisal of the value of the land in its present form. We are pursuing the matter suggested by Mr. Lucas in finding timber that could be traded for the tract if a satisfactory deal could be negotiated. We may be able to find about $100,000 worth of timber that might be acceptable to Mr. Lucas. I will augment this progress report at a later date.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn
Enc.

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

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FOR FILING
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6880

May 12, 1965
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer

Report on Barney Lucas Property
Clackamas River - Estacada
Clackamas County

A copy of the Parks Division report on a tract of land lying southerly of the Clackamas River from a point approximately opposite the City of Estacada downstream for roughly four miles is presented for your consideration. The report is extremely favorable.

An inspection on the ground by Mr. Talbot and the writer confirms the findings of the report and insofar as the property's desirability for State Parks purposes is concerned, the only questions are cost and available funds.

The aerial photography available is pre-December, 1964 and does not indicate changes in the river channel made by the December and January floods. For this reason the property will be flown to obtain new photogrammetry and following this, an appraisal will be made.

As a possible offset against the selling price Mr. Lucas may establish, we could apply the following from park facilities:

Silver Creek Falls State Park Timber sales, now due.	$ 60,000
Humbug Mountain Park Timber sales, due at this time or will be due shortly.	25,000
Ecola Park Timber sales, now due.	25,000
Golden and Silver Falls Park Timber sales.	5,000
Park property abutting the old Coast Highway between Carpenterville and Brookings, total evaluation including timber, approximately—	120,000
	$135,000

It is my recommendation that we make every effort to acquire this property for state park development if it can be obtained at or near the price Mr. Lucas has been quoted as offering ($250,000) and if the area consists of that which he has shown us on the ground (700 to 1000 acres).

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc R. L. Porter
Victor D. Wolfe
David Talbot

Area Investigation

Larry Jacobson, Landscape Architect
Richard S. Shaffer, Landscape Architect
April 27, 1965

LUCAS PROPERTY - CLACKAMAS RIVER - Clackamas County

An investigation was made of property along the Clackamas River belonging to Barney Lucas, of Estacada, to determine the potential of the site as a state recreation area. On April 20, Mr. Lucas was contacted, and on April 21, a field trip through the property was made in the company of the owner.

Information regarding the operation of nearby River Mill Dam was obtained from James H. Goggin, of Portland General Electric Company.

The following is a report of the findings of the area investigation.

I. Description of Site

A. Location - The property is 20 miles southeast of Oregon City and three miles northwest of Estacada. The property lies within portions of Sections 13 and 14, T.3S, R.3E, and Sections 18, 19, 20, T.3S, R.4E, W.M.

B. Size - The site offered for sale to the State consists of 1,000 acres, more or less, according to the owner's proposal. Our calculations, made by tracing the property lines onto maps of known scale, indicate that the size of the area shown us by the owner is approximately 700 acres. The property fronts upon three miles of the Clackamas River, downstream from River Mill Dam, and varies in width from 500 feet to 3,500 feet.

There is an additional 3/4 mile of frontage on Estacada Lake, behind River Mill Dam, which is owned by P.G.E., and lies between the lake and the Lucas property. Should the State acquire the Lucas property, it would be desirable to obtain access to Estacada Lake through this P.G.E. land, either by purchase or easement.

About 250 acres have suitable topography for the development of intensive use park facilities. Another 265 acres are suitable for

only limited developments, such as hiking and nature trails, small picnic areas, and accessible natural areas. The remaining acreage is too steep for development purposes.

C. Access

The northwestern portion of the area is accessible from Springwater Road, which is a paved county road. The sight distance at this access point is very good. A two-lane, graveled road has been built by Mr. Lucas from Springwater Road, into the area. The road is of good quality and gradient, and would need only surface material and oiling.

? 5E

The southwestern portion of the area is accessible from State Highway 211, immediately west of the bridge over the Clackamas River at Estacada. Access is via 2,500 feet of county road, which is scheduled for paving in the near future, and 2,000 feet of public domain roadway. The latter is not claimed or maintained by any public agency, and has been in poor condition. Mr. Lucas has recently improved this public domain roadway somewhat; however, it would require further improvement in order to serve as an access road into park facilities in this portion of the property.

Due to the steepness of the terrain between the two large, usable portions of the property, it would be quite difficult to connect the areas, except by foot trail.

D. Terrain

The terrain varies from flat areas to almost vertical cliffs. The site is relatively flat along the greater portion of the river

frontage with steeper slopes and level areas away from the river. The site is bounded on the south and southwest by almost vertical slopes. Elevation varies from about 240 feet MSL along the river to 700 feet MSL on the bench overlooking the site.

Surface water from the benches above the site cascade down over the cliffs creating small waterfalls. Numerous springs, especially during the winter months, flow out at the toe of the steeper slopes creating small pockets of water. Dog Creek runs through the southerly portion of the area passing over small waterfalls.

Even though portions of the site received some flood damage from the 1964 Christmas floods, it does not appear to have been too critical in most cases. Under normal flooding situations, most of the area seems to lie above flood stage.

E. Vegetation

The area has a great variety of the different species of plants that are native to the west slopes of the Cascade Mountains. The primary tree types are Pacific Dogwood, Oregon Maple, Douglas Fir, Western Red Cedar, Western Hemlock, White Oak, Alder, and Yew. Principal types of undergrowth include Vine Maple, Cascara, Oregon Grape, Elderberry, Salal, ferns, and Kinnikinnick.

Portions of the area had been logged many years ago, but is not noticeable now and does not detract from the site. The extreme southeastern part of the site has been recently logged; however, it was selective and some good tree growth remains.

As Mr. Lucas' plans included a golf course, he has done some selective clearing in the area. In the larger percentage of those areas cleared, the slash has been burned and the area seeded to grass

or the slash is ready to burn.

G. Utilities

Power is available on the site from a P.G.E. powerline on the southeast portion of the site. P.G.E. has an easement for the powerline, but Mr. Lucas does not know the exact width of the easement. They have another easement about 2,500 feet downstream from River Mill Dam, which is nothing more than an overhead cable crossing as a means for P.G.E. personnel to cross the river.

An 18-inch waterline which supplies Oregon City and West Linn parallels the site on the southwest. There are three existing wells on the site which Mr. Lucas stated as producing in excess of 200 gallons per minute. Water would appear to be readily available on the lower elevations of the site.

H. Fish and Wildlife

Although no deer were sighted, Mr. Lucas indicated that there are a good many which inhabit the area. There are reportedly some red fox in the area that were released from captivity a few years ago. Some beaver dams were noticed on portions of Dog Creek.

The Clackamas River provides fishing for both trout and anadromous species, such as silver and chinook salmon, and steelhead. There has been no public access to the three-mile stretch of river from River Mill Dam downstream to the northwest boundary of the site for many years. The nearest developed public access to the Clackamas River below River Mill Dam is 10 miles downstream at Barton County Park.

I. Improvements

Approximately two miles of access roads have been developed within the site. These roads are two-lane and have been built up with base

rock. They are in good shape and would require little work to be ready for gravel and paving. The gradients are suitable for park road purposes.

Portions of the site have been selectively cleared and the slash burned with grass planted in some areas. In other areas, slash and stumps are ready for burning.

Some parts of the river frontage have been diked and others laid with rock to prevent any further damage from high water.

The present owner has a nine-hole golf course planned and in the initial stage of clearing in the northern portion of the site, on the lower area along the river. While the State Parks Division has no golf courses under its present program, several other states do have them, and the golf course must be considered as a potential use of a portion of the area.

II. Recreational Features

The natural features of this area which would be of interest to potential park visitors are the three and three-fourths miles of Clackamas River frontage; the scenic views of Mount Hood, the forested foothills and the Clackamas River; plus the fishing, boating, and swimming potential on the river.

There is sufficient usable area to provide for two day use developments, closely related to the river bank, as well as an extensive overnight camp, a walk-in organization camp, nature trails, and field games.

The State Game Commission, in its 1962 Annual Report, indicates that the Clackamas River is a very good steelhead fishing stream, with over 28,000 fish counted going downstream from North Fork Dam. In addition, there were 9,000 Chinook and 54,000 Silver salmon counted at that location, which is about six

miles upstream from the Lucas property.

The Steelhead runs occur in April and May, and the Silvers run in November and December.

Trout are stocked in the various reservoirs behind the P.G.E. power dams, providing fair to good angling during the late summer.

A public park in this section of the Clackamas River would provide fishing access where there is none now, and would allow drift fishing downstream to other boating facilities in the vicinity of Carver.

III. Undesirable Features

A. Flooding

The low-lying frontage areas which are desirable for development are subject to flooding. The P.G.E. Company hydroelectric dams upstream from this area would tend to reduce flood damage when high water volumes are expected, such as during the annual spring runoff. The 1964 Christmas Week flood did little apparent damage to the area, although the river formed new channels in this area.

B. Water Fluctuation

The water level of the Clackamas River is subject to changes in elevation from the release of water at River Mill Dam. P.G.E. has posted the shoreline with signs warning the public of this danger. This was a considerable problem in the past, but releases are now controlled well under a maximum of nine inches gradual river rise per hour between April 15 and October 15.

C. Potential Damsite

Mr. Lucas has had a feasibility study made of the possible construction of a re-regulating dam on the river at this location. A copy of the Engineer's report is included in his sale proposal.

Although this dam would create a 350-acre lake, it would also reduce the amount of usable development space by 108 acres in the northwestern portion and 10 acres in the southeastern portion of the property.

Conversation with Mr. James Goggin, of P.G.E., on April 22 reveals that P.G.E. has no plans at this time to construct a re-regulating dam downstream from River Mill Dam, primarily because they feel that the nature of the terrain makes such a project unfeasible.

D. Adjoining Properties

One of the primary considerations in any potential park site, and particularly those along one side of a stream, is the matter of what uses are made of lands adjoining the park site, including lands across the stream.

In this case, the western edge of the property is formed by a high, steep bluff, which creates a natural barrier of privacy on that side. On the bench above the property, between Springwater Road and the bluff, the owner plans to sub-divide for residential lots. This would not have an adverse effect on the park values of the property below the bluff; however, it would be highly desirable to obtain a wide easement on both sides of the entrance road in order to create a proper approach corridor to the potential park site.

Across the Clackamas River from this property, the land is presently in woodland or farmland, and there is an active sand and gravel operation about 3,000 feet downstream from River Mill Dam. The gravel pit is on a higher level than the Lucas property across the river, and therefore does not present a serious detraction from scenic values.

The majority of the remaining frontage on the opposite side of the river from the Lucas property is either subject to flooding, or has almost vertical banks down to the water.

There is one point, containing approximately 65 acres lying immediately west of the gravel pit, which is heavily wooded and would appear to have potential for summer home sites. In the event the Lucas property is acquired for park purposes, consideration should be given to acquisition of this wooded area across the river, in order to protect scenic values. This point is reportedly owned by Estacada Sand and Gravel Company.

E. Cleanup

Portions of the property which have been logged will require additional cleanup of debris and stump removal.

IV. Regional Recreation Opportunities

The Clackamas River from its mouth to River Mill Dam is a scenic river which possesses great appeal for those seeking water-based recreation, particularly fishermen. In summer months, the water levels are lower than in winter, and the stream is not so swift, so that there are shorelines, gravel bars and quiet pools which are inviting for swimming.

Use of the several county and private parks in the river basin has increased at a steady rate, consistent with population increases in the region. Promontory Park, developed by P.G.E. at its North Fork Dam, experienced a 43 percent increase in attendance from 1959 to 1964, when it reached 86,100 visitors. River Mill Park, an area of only four acres, had an estimated attendance of 5,600 visitors in 1964, an increase of 124% over 1959.

The existing park and recreation areas in the near vicinity of the proposed park site are listed below and are shown on the attached vicinity map.

Clackamas County Parks

Deep Creek Park - 9 miles N.W. of Estacada - 76 acres
Archery, picnicking, fishing, riding - 5,500 visits, 1963

Barton Park - 8 miles N.W. of Estacada on the Clackamas River - 96 acres
Picnicking, swimming, fishing, boating, camping
15,000 day visitors and 1,000 campers, 1963

Eagle Fern Park - 5 miles N.E. of Estacada - 180 acres
Picnicking, swimming, fishing, camping, hiking, riding,
field games. 200,000 day visitors and 2,000 campers, 1963

Metzler Memorial Park - 5 miles South of Estacada on Clear Creek - 180 acres.
Picnicking, fishing, swimming, camping,
40,000 day visitors and 2,000 campers, 1964

Portland General Electric Company Parks

River Mill Park - 1 mile west of Estacada - 4 acres
Picnicking, fishing, boat ramp - 5,600 visitors, 1964

Promontory Park - 5 miles S.E. of Estacada - 16 acres
Picnicking, fishing, camping, boating, water sports
86,100 visitors, 1964

This proposed park site is located only 30 miles from Portland, the center of the State's largest urban population. The population of the area within 30 miles of this site amounts to about one-fourth of the total population of Oregon. The combined populations of Multnomah and Clackamas Counties amount to 35 percent of the State's total population.

The State has at present only one park in Clackamas County, the Mary S. Young Park on the Willamette River, near West Linn. This park is still in the initial stages of acquisition and is not yet developed for recreation use.

While there are a number of relatively small parks in this vicinity, none of them are nearly as large as the Lucas property, and it is questionable whether or not these areas will be able to handle the ever-increasing recreation demands in this region in the years to come.

SUMMARY OF CONCLUSIONS

1. The area is located strategically close to the heavily populated region of the state where recreation needs are most critical.

2. The area would open access to the public for drift boats fishing for 10 miles downstream and shoreline fishing for 3 miles in an excellent steelhead and salmon fishing section of the Clackamas River where a critical public fishing access need now exists.

3. The overall area contains many excellent development advantages for providing public park facilities including suitable size for a state area, extensive usable topography, good highway access, located on both municipal water and power lines, attractive trees and meadows, topographic control of scenic values and operational access, and three miles of water frontage.

4. The entrance to the area is very impressive with a magnificent head-on view of Mount Hood and the Clackamas River valley.

5. Disadvantages include some flood damage, timber slash to be cleared, gravel operation across river, and controlled water level fluctuations of the Clackamas River from River Mill Dam.

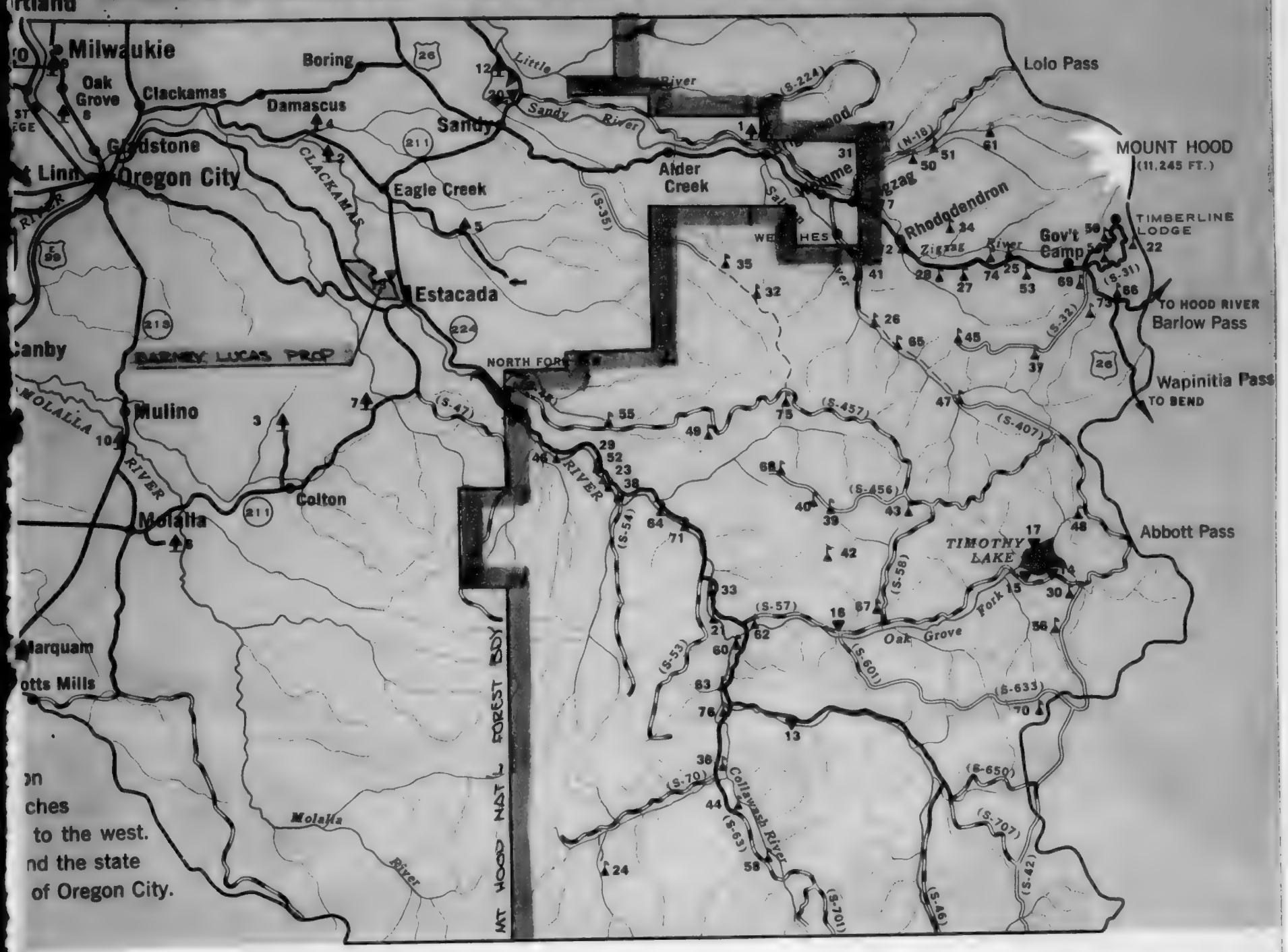
6. The owner's proposal for a costly dam and reservoir development at the area would reduce rather than improve the public recreation potential. Such a dam was considered by P.G.E. as an unfeasible project for them.

7. Suitable boundaries for this park would be about 800 acres, but should also include acquisition of a timbered tract across the river which now screens a gravel operation, as well as P.G.E. land near the River Mill Dam.

8. Negotiation for the land appears most favorable now before the present owner completes further construction on a potential golf course and subdivision.

9. The general attractiveness and extensive recreation potentials of the area would attract regional use by the public and make the area of outstanding credit to the state park system.

CLACKAMAS COUNTY . . . OREGON



▲ COUNTY PARKS

1 Barlow Trail Park
2 Barton Park
3 Clarke's Park
4 Deep Creek Park
5 Eagle Fern Park
6 Feyrer Memorial Park
7 Metzler Park
8 Risley Park
9 River Villa Park
10 Wagon Wheel Park
11 Waluga Park
12 Ed Latourette Memorial Park

▼ PORTLAND GENERAL ELECTRIC PARKS

13 Austin Hot Springs
14 Gone Creek Forest Camp
15 Hood View Forest Camp
16 Lake Harriet Camp Ground
17 Meditation Point Camp Ground
18 Promontory Park
19 River Mill Park
20 Roslyn Lake Park

▲ U.S. FOREST SERVICE CAMPGROUNDS AND PICNIC GROUNDS IN CLACKAMAS COUNTY

21 Alder Flats CG.
22 Alpine CG.
23 Armstrong Picnic Ground
24 Bagby Hot Springs CG.
25 Barlow CG.
26 Bighorn CG.
27 Bruin Run CG.
28 Camp Creek CG.
29 Carter Bridge CG.
30 Clackamas Lake CG.
31 Clear Creek CG.
32 Coffman CG.
33 Cripple Creek Picnic Ground
34 Devils Meadow CG.
35 Douglas CG.
36 Fan Creek CG.
37 Fir Tree CG.
38 Fish Creek Picnic Ground
39 Frazier Fork CG.
40 Frazier Turnaround CG.
41 Green Canyon CG.
42 Hideaway Lake CG.
43 Highrock Spring CG.
44 Kingfisher CG.
45 Kinzel Lake CG.
46 Lazy Bend CG.
47 Linney Creek CG.
48 Little Crater CG.
49 Lookout Springs CG.
50 Lost Creek CG.
51 McNeil CG.
52 Memaloose Bridge Picnic Ground
53 Mirror Lake Picnic Ground
54 Nanitch CG.
55 North Fork Crossing CG.
56 Oak Fork CG.
57 Overlook Picnic Ground
58 Pegleg Falls CG.
59 Phlox Point CG.
60 Rainbow CG.
61 Ramona Falls CG.
62 Ripplebrook CG.
63 Riverside CG.
64 Roaring River Picnic Ground
65 Rolling Riffle CG.
66 Salmon River CG.
67 Shellrock CG.
68 Shining Lake CG.
69 Still Creek CG.
70 Summit Lake CG.
71 Sunstrip Picnic Ground
72 Tollgate CG.
73 Trillium Lake CG.
74 Twin Bridges CG.
75 Twin Springs CG.
76 Two Rivers CG.
77 Zigzag River Picnic Ground

Cool, Green Oregon Vacation

Lake Oswego . . . a city of beautiful homes and modern shopping centers, is bordered by the Tualatin and Willamette Rivers. This hospitable Clackamas county city offers gracious living in a picturesque setting among tall trees around the shores of Lake Oswego.

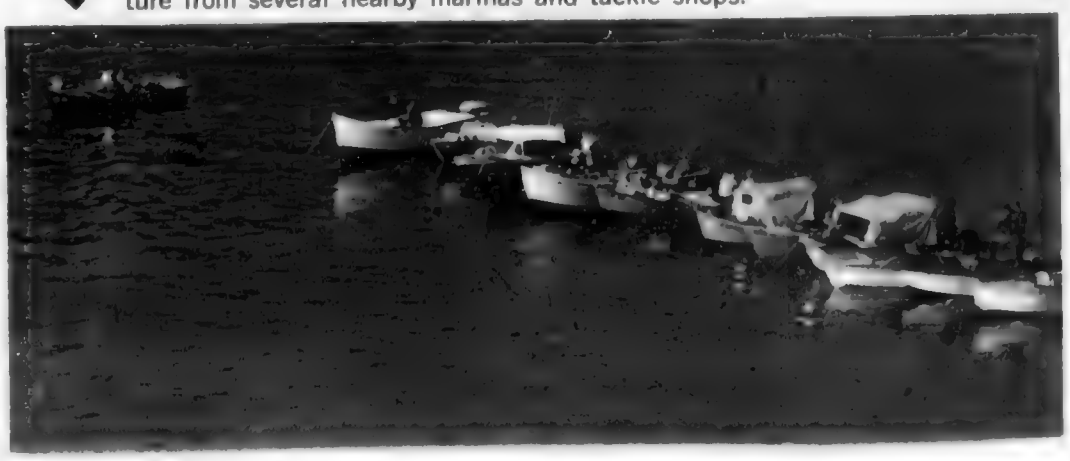
McLoughlin House . . . one of the few remaining pioneer dwellings in Oregon country . . . was built in 1845-46 by Dr. John McLoughlin, chief factor of the Columbia Department of Hudson's Bay Company. The house is open daily except Monday jn Oregon City.

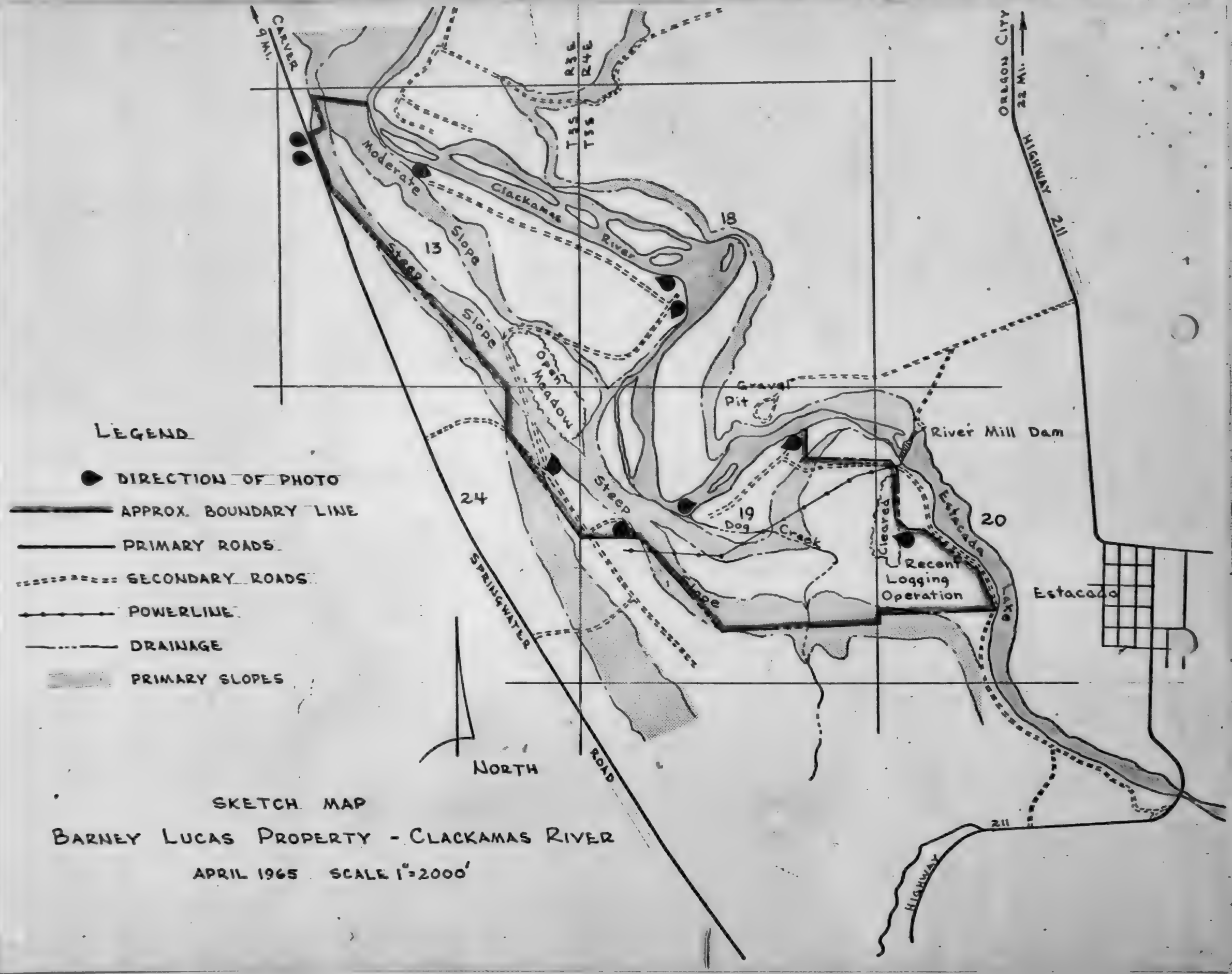
in Clackamas County

The natural beauty of Clackamas County is indescribable . . . even the beautiful color reproductions on this folder cannot adequately show you the grandeur of this vacation wonderland. You must see for yourself . . . to fully appreciate the breath-taking vistas of snow covered peaks, deep blue lakes, cold mountain streams and forests of tall trees. Here you will find recreation as it should be enjoyed. Fish cool clear water for rainbow trout, ski the snow covered slopes of Mt. Hood or hike the back country trails of the Mt. Hood National Forests. See the rich agricultural areas, relax in the luxurious comfort of famous resorts or live under the trees in a secluded forest camp.

ackamas camping is the finest . . . 37 camp grounds are main-ined by the Forest Service and 6 are maintained by Portland Gen-al Electric Company. Some of these camps are located adjacent major roads and highways while others are situated in remote eas accessible by Forest Service roads. Each is developed in a anner to preserve the natural beauty of the area.

A sturdy boat, reliable rope and good anchor are needed to hold your position in this line of salmon fishermen on the Willamette River. This is the famous "hog line" below the falls at Oregon City during the spring salmon run. You can rent boats, motors and tackle for this exciting adventure from several nearby marinas and tackle shops.





LEGEND

- DIRECTION OF PHOTO
- APPROX. BOUNDARY LINE
- PRIMARY ROADS
- SECONDARY ROADS
- POWERLINE
- DRAINAGE
- PRIMARY SLOPES

SKETCH MAP

BARNEY LUCAS PROPERTY - CLACKAMAS RIVER

APRIL 1965 SCALE 1"=2000'

BARNEY LUCAS PROPERTY - Clackamas River

1. Panoramic view to the north from the entrance road showing the open meadow in the foreground, and Clackamas River in middle distance.

2. View to east from high bluff overlooking the site. Wooded section in center is the southeast portion of the Lucas property. Gravel pit is seen at left. Mt. Hood, in background, is obscured by clouds.

3. View to east, looking upstream on the Clackamas River. Southeast portion of Lucas property on right.

4. View to west from southeast portion of property showing condition of the shoreline. Note large Pacific Yew at left.

5. View of cleared area in southeast portion.

6. View to northeast, looking downstream. Water was high and muddy on this date.

7. View to southwest from river bank. Lucas house on bluff in background.

8. View of lowland in northwest portion which was flooded in December, 1964.

9. View to southeast from viewpoint at extreme north end of property. Note lack of development on shore opposite Lucas property.

10. View to southeast overlooking the northwest portion of the property. Estacada is in background.

RECEIVED
JUN 7 - 1965
FILING

5-18 ℓ

FORM E-30 SOM 12-63 54676

1 2708
6880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1965

SUBJECT:

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
D E P A R T M E N T

Barney Lucas property proposal
Clackamas River

Attached are our preliminary investigation materials regarding the proposal that the State acquire the estimated 1000 acres along the Clackamas River owned by Mr. Barney Lucas.

Investigations clearly indicate that the subject property has recreational potential, expecially in light of its close proximity to the metropolitan area of Portland. All things being equal, the Parks and Recreation Division staff recommends the acquisition of this property.

It is my understanding that the administration has authorized overexpenditure of the State Parks and Recreation Division land-acquisition budget for the current biennium of somewhere in the neighborhood of $300,000. Considering the nature of the proposal, mightn't it be possible to act immediately and thereby take advantage of the special budgetary authorization previously mentioned?

David G. Talbot
State Parks Superintendent

5-3-65
Talbot instructed to flag any available property corners, have Lietz make Electrotape traverse and have area shown for aerial mapping. Shaw

DGT:al
Att.

NOTED
LLOYD P. SHAW

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APR 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

VICTOR D. WOLFE

RECEIVED
APR 19 1965
FOR FILING
3-3708
6880

Salem, Oregon
April 16, 1965

R. L. Porter
Deputy State Highway Engineer
O F F I C E

On this date, Chairman Jackson, Commissioner Simpson, and myself met with Barney Lucas, who owns a large tract of land on the left bank of the Clackamas River in the vicinity of and downstream from River Mill Dam.

Mr. Lucas has made a proposal to sell or trade this property to the State for a park. He lists his sale price at $250,000 for approximately 1,000 acres, with some qualifications given in the attached offer to sell.

Mr. Lucas also stated that he will be willing to trade this tract for merchantable timber, apparently almost anywhere in northwestern Oregon, of a like value.

Please have this entire matter investigated immediately, with a feasibility report, and sufficient information so that we can make an intelligent recommendation to the Highway Commission.

Attached are copies of Mr. Lucas' offer to sell and an aerial photo of the area involved.

For reasons that are not entirely clear, this matter must be expedited, I believe it involves some maneuvering re taxes.

Mr. Lucas' telephone number is TEmple 1-3631, Oregon City. His address is Route 2, Box 600, Estacada. I suggest that Mr. Lucas be contacted prior to any inspection of the property.

copy handed to Mr Meland 4-19-65-

Forrest Cooper
State Highway Engineer

Attach.
FC:fn
cc Victor D. Wolfe - BU

12-1117 John Day (Mt. Vernon) Br. Sec. 1&2
John Day Hwy. Grad., stone
#6881 base and struc.)

RECEIVED
APR 12 1967

FILING
12-1117

Fred W. Hill, Member
Helix 6737

April 12, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed January 25, 1967, on Contract No. 6821. The contract was with Schrader Construction Company Inc., and was for grading, stone base and structure on the John Day River (Mt. Vernon) Bridge Section of the John Day Highway in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 12, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
A. F. Parson

srb jw

RECEIVED
APR 13 1967
FOR FILING
12-1117
6881

April 12, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6881 awarded to Schrader Construction Co., Inc., for grading, stone base, and structure on the John Day River (Mt. Vernon) Bridge Section of the John Day Highway in Grant County was completed on January 25, 1967, and accepted by the Highway Commission on April 12, 1967.

Final payment in the amount of $4,341.88 will be released to the contractor after April 19, 1967. The total contract amount is $144,884.37 including $301.60 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Schrader Construction Co., Inc.
7912 S. E. Powell Blvd.
Portland, Oregon 97206

Dooly & Co.
Board of Trade Building
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Mt. Vernon Br. over John Day River	WEEK ENDING: March 17, 1967
		SECTION PREFIX: 12-1117
	HIGHWAY: John Day	COUNTY: Grant
NAME OF JOB: John Day River (Mt. Vernon) Bridge	KIND OF WORK: Bridge Construction	
CONTRACTOR: Schrader Construction Company, Inc.	CONTRACT NUMBER: 6881	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1966	DATE WORK STARTED: July 13, 1966	ESTIMATED COMPLETION DATE: January 25, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 178
PROJECT AUTHORIZATION: $ 183,350.81	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98.9%
EXCLUSIVE OF ENGINEERING: $ 170,312.53	ENGINEERING AUTHORIZATION $ 13,038.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 160,945.74	ENGINEERING COST TO DATE $ 14,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.5 %	PERCENT OF AUTHORIZATION 108 %	DATE PROJECT WAS COMPLETED: January 25, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.22	.22			.22
MILES PARTIALLY COMPLETED	.22	.22			.22
MILES COMPLETED	.22	.22			.22
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,000	2,200			-
TOTAL QUANTITIES CORRECTED TO DATE	3,932	1,616			591.93
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,932	1,616			591.93
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None

RECEIVED
MAR 20 1967
CONSTRUCTION
BRIDGE DIVISION

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	988A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Snow and Rain			
MONDAY 13	Snow and Rain			
TUESDAY 14	Overcast			
WEDNESDAY 15	Overcast, windy			
THURSDAY 16	Cloudy, rain, windy			
FRIDAY 17	Ptly cldy			
SATURDAY 11	Snow and Rain			

BRIDGE DIVISION
AM MAR 20 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No Activity
MONDAY 13	No Activity
TUESDAY 14	No Activity
WEDNESDAY 15	No Activity
THURSDAY 16	No Activity
FRIDAY 17	No Activity
SATURDAY 11	No Activity

REMARKS

Status: Project completed 1-25-67
Semi-Final being prepared

H.E. WOODWARD, BY

SIGNED Gary B. Squire LOCATION John Day, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUL 7 1966

FOR FILING

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD OVERY, SECRETARY
SALEM

13-1117

6181

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 6, 1966

Schroder Construction Company, Inc.
7912 S. E. Powell
Portland, Oregon 97206

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6681 for the following project:

John Day (Mt. Vernon) Bridge Section
on the John Day Highway in Grant County.

This award was based on your bid of $147,351.50 which was submitted to the Commission on June 30, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. M. Young
C. D. Matthis (BIAC)
I. D. Merchant

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

Copy of Bridge file

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

May 26, 1966

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Merchant:

The following listed bridge projects transmitted to us by your letter dated May 12, 1966, have been examined.

1. Grande Ronde River Bridge
   Cove Highway, Union County
   Plan and Elevation Drawing No. 21999

2. Catherine Creek Bridge
   Grande Ronde-North Powder Highway, Union County
   Vicinity Map No. 21769

3. Catherine Creek Bridge
   Medical Springs Highway, Union County
   Vicinity Map Drawing No. 21770

4. Mt. Vernon Bridge Site
   John Day Highway, Grant County
   Vicinity Map No. 21738

5. Elmira Bridge Over Long Tom River
   Territorial Highway, Lane County
   Vicinity Map Drawing No. 21798

6. South Long Tom Overflow Channel
   Territorial Highway, Lane County
   Vicinity Map Drawing No. 21799

7. Mary's River Bridge
   Corvallis-Newport Highway, Benton County
   Vicinity Map No. 18710

NOTED
T. C. ROAKE

Construction of these projects should be done during the low water period in the summer months.

Water diversions such as channel changes should be done behind berms to keep siltation in the stream to a minimum.

Fish passage must be provided on all projects except items five and six.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc
A. F. Parson (2)
L. R. Chandler (2)
Ray Asburry (2)
F. Klaboe
L. H. Young
Frank Hall
F. D. Morgan
J. E. Morelock
Roy Stein

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 31 1966 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

NOTED
T. C. ROAKE

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

Section JOHN DAY RIVER (MT. VERNON) BRIDGE Highway JOHN DAY (FAR 5) County GRANT Prefix 12-1486

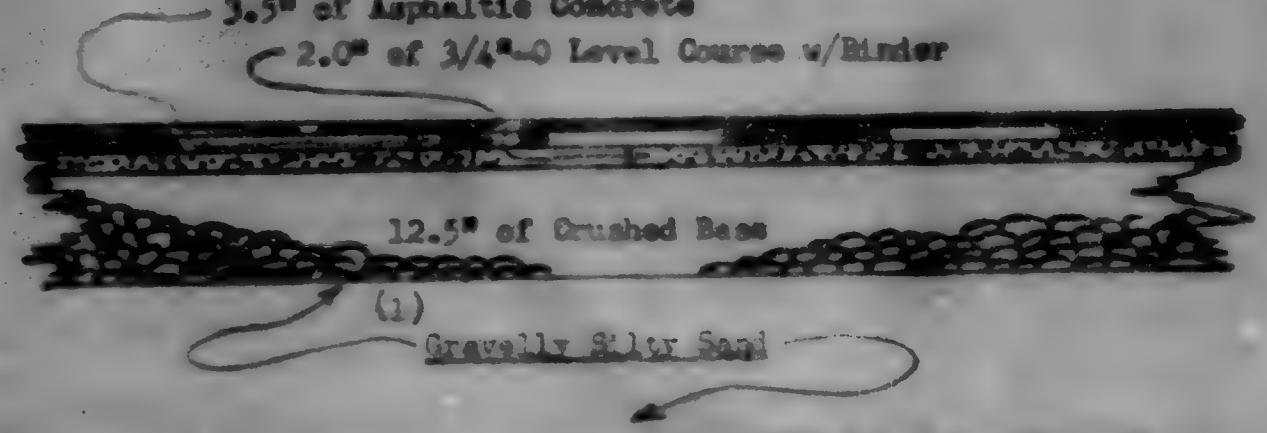
Res. Engr. M. M. Stamp Approx. Length 0.25 Miles. Sta. _____ to Sta. _____ Date 5-6-66

RECEIVED MAY 19 1966 FOR FILING

Truck A.D.T. 93 Traffic Coefficient 8.1 18 kip s.a. per day 65.2.

Annual Precipitation 14" (At John Day) Frost Penetration _____.

(1)
Typical Soil
25 LL
3 PI
69 %P 10
38 %P200
31 %Gravel
13 % Sand
18 % Sand
30 %Silt
8 %Clay
25 "R" Value
[illegible]



CBE Total Req.	Credit	Actual Thick.
	7.0	3.5
	2.0	2.0
	12.5	12.5
21.5	21.5	18.0

AASHO CLASSIFICATION:
A-1-a (1)

MATERIAL SOURCES:
To be determined by the Engineer.

Should substitutions be made use the "CBE Total Requirement Column" to obtain required total thickness and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (See Standard Specs) (and Supplementals)	=	0.8" Crushed Base

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer
Deputy

SECTION JOHN DAY RIVER (MT. VERNON) BR.

HIGHWAY JOHN DAY (FAR 5)

COUNTY GRANT

Traffic Analysis:

(Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 750 (Total)

B. Future ADT 1100 (Total)

C. Mean ADT 930 (Avg)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 20 (ADT Lanes) (Logging)

G. Trucks (in one direction) 50% x (C) 930 = 93

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 93 x (E) 100 % = 93

TRAFFIC COEFFICIENT = K (I) 0.119
where K = 4.669

= 8.1

SECTION: JOHN DAY RIVER (MT. VERNON) BR.

HIGHWAY: JOHN DAY (FAR 5)

COUNTY: GRANT

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Considerations: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a State Construction project.

Court
Bridges
Den
Mt Vernon Br

RHC:bb

RECEIVED
APR 15 1965
FOR FILING

Exist
Bridge
Rem

4-9-65

Prefix No. 12-1486

LOCATION PROSPECTUS
MT. VERNON BRIDGE SECTION
JOHN DAY HIGHWAY
GRANT COUNTY

HIGHWAY: John Day, State Primary No. 5, Federal-aid Primary No. 5.

TERMINI: Bridge site is at Milepoint 152.33 which point is 1.46 miles west of Mt. Vernon.

LENGTH: 0.25 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications, and estimates for the replacement of an existing structure. This project is on the proposed 1965 State Construction budget.

CHARACTERISTICS: Existing ADT 750 and projected ADT 1,000.

STANDARDS: Class "C", maximum grade and curvature of 6 percent and 10 degrees respectively.

TYPICAL SECTION: Traffic warrants two 12-foot travel lanes with 8-foot shoulders for the bridge approaches.

BASE DESIGN: Tentative design for construction is:

Paving	1-1/2"	A. C. Final
	3-1/2"	A. C. Immediate
Top, Course Base	2"	Leveling
Bottom, Course Base	11-1/2"	Coarse Base
Total Depth	18-1/2"	

MATERIAL: To be located and referenced to this project during the survey.

BRIDGE: Proposed structure to have a 32-foot horizontal clearance. The existing bridge has a horizontal clearance of 19 feet and was constructed in 1924.

ACCESS: No changes.

ADDITIONAL FACILITIES: No railroads, major stream crossing of the John Day River.

NOTED
TOM EDWARDS

AGREEMENTS: None anticipated.

PARKS: None affected.

April 9, 1965
Attach.
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

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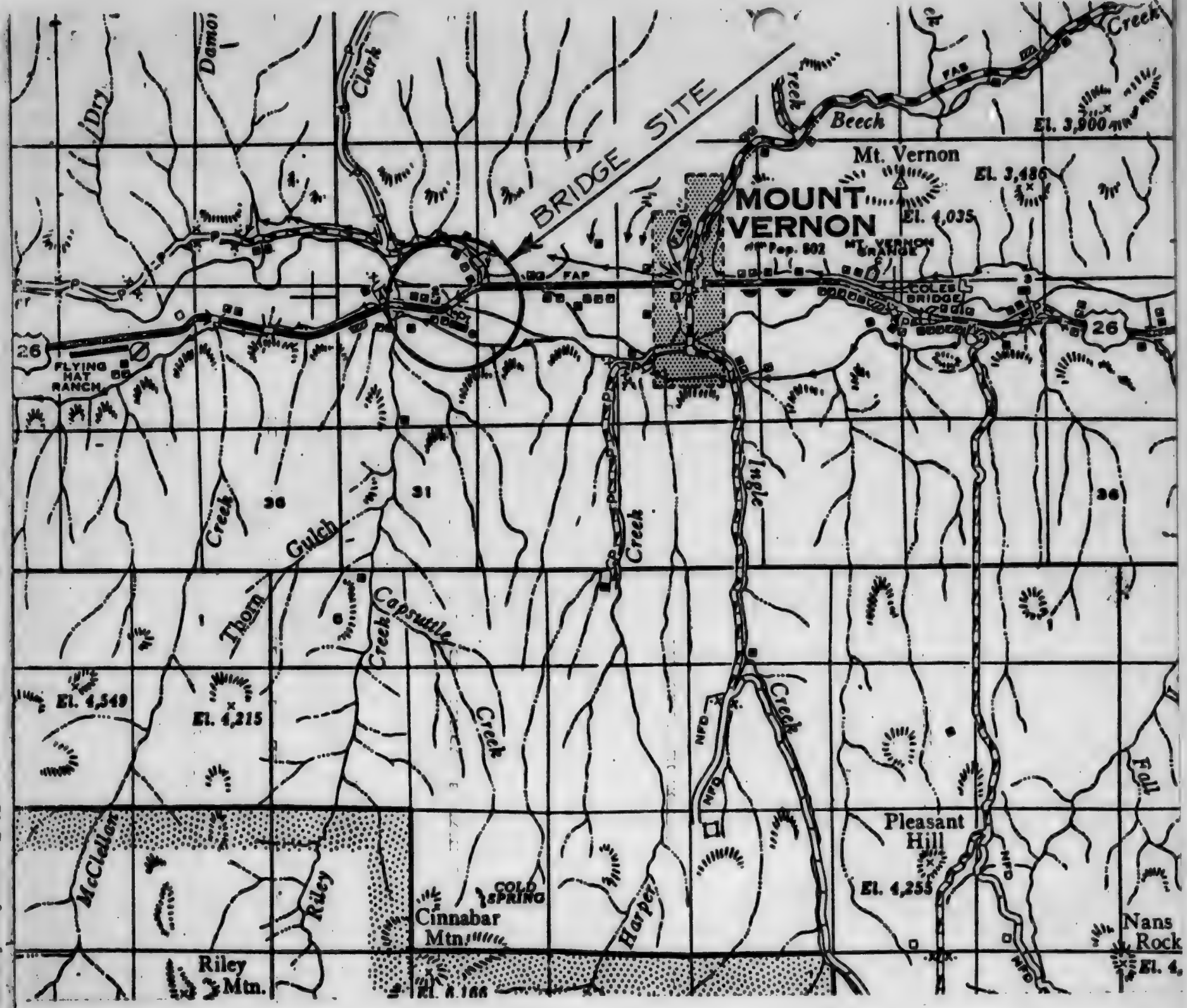
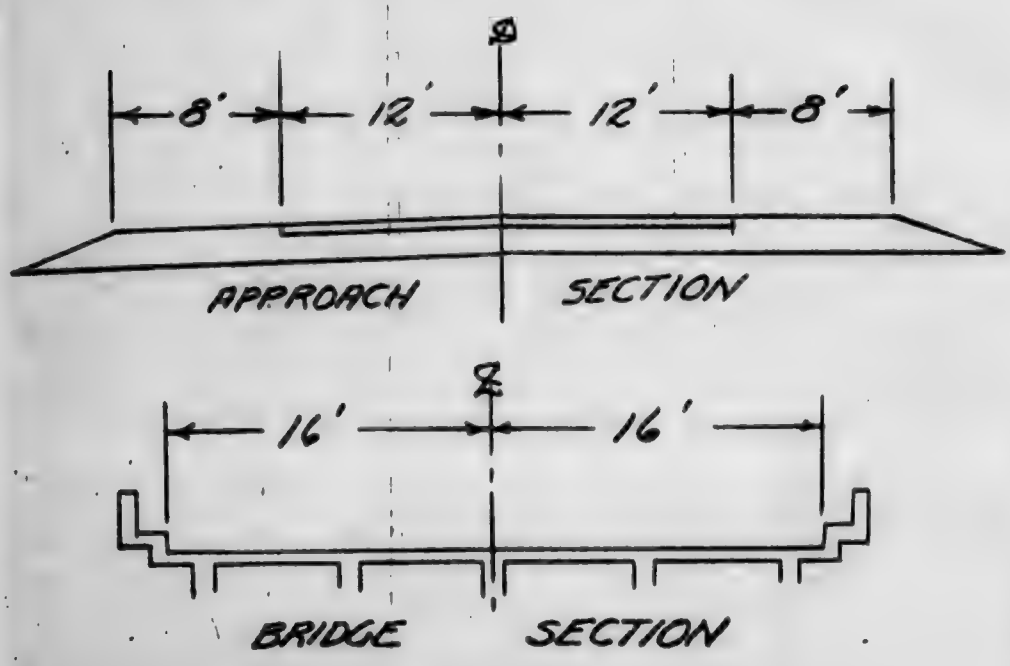
APR 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER





PROSPECTUS MAP

MT. VERNON BRIDGE SEC.

JOHN DAY HWY.

GRANT COUNTY

1" = 1 Mile 1965

123-1147 Long Tom R. South Overflow 1966
[illegible] Operational Unit.
4682

RECEIVED
FEB 10 1967
FOR FILING
120-1137

6882

February 10, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6882 awarded to Hamilton Construction Company for construction of the Long Tom River South Overflow Bridge on the Territorial Highway in Lane County was completed on October 26, 1966, and accepted by the Highway Commission on February 9, 1967.

Final payment in the amount of $3,451.80 will be released to the contractor after February 20, 1967. The total contract amount is $115,115.49 including $55.49 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Hamilton Construction Company
Box 1376
Eugene, Oregon 97401

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 10 1967
FOR FILING
180 1137
6771

February 9, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 26, 1966, on Contract No. 6682. The contract was with Hamilton Construction Co. and was for construction of the Long Tom River South Overflow Bridge on the Territorial Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 9, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

bg

(Corrected Report)

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Long Tom River South O'flow Bridge		WEEK ENDING: 10-29-66
		SECTION PREFIX: 120-1137
HIGHWAY: Territorial		COUNTY: Lane
NAME OF JOB: Long Tom River South O'flow Bridge	KIND OF WORK: Structure	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 6682	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 7-6-66	DATE WORK STARTED: 7-25-66	ESTIMATED COMPLETION DATE: ~~10-28-66~~ 10-26-66
AVERAGE FORCE ON PROJECT FOR THE WEEK: 2 MEN 2 SUPERVISION 0	SPECIFIED WORK DAYS: —	WORK DAYS USED: —
	SPECIFIED CALENDAR DAYS: 210	CALENDAR DAYS USED: ~~90~~ 87
	SPECIFIED COMPLETION DATE: —	PERCENT OF TIME ELAPSED: ~~135~~ 42%
PROJECT AUTHORIZATION: $ 137,550.37		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: *93%
EXCLUSIVE OF ENGINEERING: $ 127,769.01	ENGINEERING AUTHORIZATION $ 9,781.36	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 123,580.00	ENGINEERING COST TO DATE $ 4,360.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: *90%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 3.0%	PERCENT OF AUTHORIZATION 45 %	DATE PROJECT WAS COMPLETED: ~~10-27-66~~ 10-26-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			Not applicable				
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:
1 Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1700A							
PERCENT	100% *							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			* Job complete. State Force Billing for approach work, paving, etc. has not been received.
MONDAY	Cloudy			
TUESDAY	Fair			
WEDNESDAY	Cloudy w/showers			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

RECEIVED
NOV 7 1966
CONSTRUCTION
DIVISION

Trout
Scott
Wills
Litchfield
Olson

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 10-24	No activity
TUESDAY 10-25	Dry packing rail posts, and aligning guard rail.
WEDNESDAY 10-26	Aligning guard rail and general job cleanup. Job is complete as of this date.
THURSDAY 10-27	Final inspection by John Quiner, Assistant Division Engineer.
FRIDAY 10-28	
SATURDAY	

REMARKS

Status: Job complete.
Final inspection by John Quiner, Assistant Division Engineer, 10-27-66.
(Final Report)

cc: Construction Division

SIGNED E. W. Dahl LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FORM E-123

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JUL 7 1966
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

12C-1127
6982

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 6, 1966

Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6982 for the following project:

Long Tom River South Overflow Bridge on the Territorial Highway in Lane County.

This award was based on your bid of $115,567.00 which was submitted to the Commission on June 30, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

May 26, 1966

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Merchant:

The following listed bridge projects transmitted to us by your letter dated May 12, 1966, have been examined.

1. Grande Ronde River Bridge
   Cove Highway, Union County
   Plan and Elevation Drawing No. 21399

2. Catherine Creek Bridge
   Grande Ronde-North Powder Highway, Union County
   Vicinity Map No. 21769

3. Catherine Creek Bridge
   Medical Springs Highway, Union County
   Vicinity Map Drawing No. 21770

4. Mt. Vernon Bridge Site
   John Day Highway, Grant County
   Vicinity Map No. 21738

5. Elmira Bridge Over Long Tom River
   Territorial Highway, Lane County
   Vicinity Map Drawing No. 21798

6. South Long Tom Overflow Channel
   Territorial Highway, Lane County
   Vicinity Map Drawing No. 21799

7. Mary's River Bridge
   Corvallis-Newport Highway, Benton County
   Vicinity Map No. 18710

NOTED
T. C. ROAKE

Construction of these projects should be done during the low water period in the summer months.

Water diversions such as channel changes should be done behind berms to keep siltation in the stream to a minimum.

Fish passage must be provided on all projects except items five and six.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc
A. F. Parson (2)
L. R. Chandler (2)
Ray Asburry (2)
[illegible] Klaboe
L. H. Young
Frank Hall
F. D. Morgan
J. E. Morelock
Roy Stein

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 31 1966 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

NOTED
T. C. ROAKE

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STATE CONSTRUCTION PROJECTS

February 3, 1966

BRIDGES

Territorial Hwy #200
MP 18.72 Long Tom River #4050
1-17', 1-19', 2-29', 1-15 timber spans. HC 23'1"

Replace structure with 3-47' Prestressed slab spans on Steel H-Pile 5' sidewalk one side, 40' Roadway, and channel change $144,000.

MP 19.28 Long Tom Overflow #1700
18' - 19' PT spans. HC 22'6"

Replace structure with 12-29' Prestressed slab spans on concrete pile bents, 40' Roadway, Type D curb and rail $215,000.

$359,000.

Newport Corvallis Hwy #33, U.S. Route #20
MP 44.90 Marys River Bridge #1206
4-19', 1-100' Steel Pony Truss, 4-19' spans. 18'11" H.C.

Replace structure with 190' of Prestressed concrete spans $145,000.

$504,000.

NOTED
TOM EDWARDS

HWH:hl

26-4.231 Interstate R., Portland 1966
(Heller West Guardrail)
#6883

APR 13 1967
FOR FILING

=6-4251

6883

April 12, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6883 awarded to Schreder Construction Co., Inc., for revising the west guardrail on the Interstate Bridge northbound on Pacific Highway in Multnomah County, Oregon, and Clark County, Washington, was completed January 28, 1967, and accepted by the Highway Commission on April 12, 1967.

Final payment in the amount of $2,222.28 will be released to the contractor after April 19, 1967. The total contract amount is $74,244.61 including $168.59 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Schreder Construction Co., Inc.
7912 S. E. Powell Blvd.
Portland, Oregon 97206

Deely and Co.
Board of Trade Building
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 12 1967
FOR FILING

Fred W. Hill, Member
Helix
6883

April 12, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed January 28, 1967, on Contract No. 6883. The contract was with Schrader Construction Company, Inc., and was for the revision of west guardrail on the Interstate Bridge Northbound Section of the Pacific Highway in Multnomah County, Oregon and Clark County, Washington.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 12 and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
A. E. Johnson

srb jw

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Interstate Bridge Northbound		WEEK ENDING: October 22, 1966
		SECTION PREFIX: 26-4231
HIGHWAY: Pacific		COUNTY: Multnomah Co., Oregon Clark Co., Washington
NAME OF JOB: Interstate Bridge Northbound	KIND OF WORK: Revise West Guardrail	
CONTRACTOR: Schrader Construction Co., Inc.	CONTRACT NUMBER: 6883	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1966	DATE WORK STARTED: Sept. 16, 1966	ESTIMATED COMPLETION DATE: January 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 53
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 35
PROJECT AUTHORIZATION: $82,102.50	ENGINEERING AUTHORIZATION: $5,838.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 9
EXCLUSIVE OF ENGINEERING: $76,264.10	ENGINEERING COST TO DATE: $1,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 9
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $76,264.10	PERCENT OF AUTHORIZATION: 19 %	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT OVERRUN / UNDERRUN: ____ %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 - pick up; 1 - compressor; 1 - welding machine; 1 - concrete buggy; small tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		Calendar						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Oct. 16	Fair	1		
MONDAY 17	Fair	1		
TUESDAY 18	Warm	1		
WEDNESDAY 19	Cloudy	1		
THURSDAY 20	Rain	1		
FRIDAY 21	Clearing	1		
SATURDAY 22	-	1		

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OCT 25 1966
HIGHWAY COMMISSION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Oct. 16 SUNDAY	No Activity
17 MONDAY	Contractor Setting Forms and placing steel welding studs
18 TUESDAY	Contractor poured 7 yds . concrete.
19 WEDNESDAY	Contractor building forms and placing steel.
20 THURSDAY	Contractor poured 9½ yds. concrete.
21 FRIDAY	Contractor building forms, finishing concrete on poured section, placing steel, and breaking out old curb.
22 SATURDAY	No activity anticipated

REMARKS

The above work is entirely on spans #12 and #13

Similar activity is anticipated next week.

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 24 1966
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED Charles Lobaugh LOCATION Portland

Charles Lobaugh Ass't. Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUL 14 1966
FOR FILING

26-4231
6883

July 13, 1966

Oregon State Highway Commission

RDA Item - July 14 meeting

Gentlemen:

Before tolls are removed from the Portland-Vancouver Interstate Bridge, it is desirable to replace and revise the west guardrail. The present rail is in a depreciated condition and will have to be reconstructed in the foreseeable future. We recommend a project not to exceed $105,000, which will be financed with toll revenue.

The matter was approved by Chairman Jackson on June 15.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. E. Johnson
L. W. Rulien

RLP:ms bg

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JUL 7 1966
FOR FILING

COMMISSION MEMBERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

26-42-21

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 6, 1966

Schrader Construction Company, Inc.
7912 S. E. Powell
Portland, Oregon 97206

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6083 for the following project:

Revise west guardrail on Interstate Bridge, Northbound in Multnomah County.

This award was based on your bid of $71,480.00 which was submitted to the Commission on June 30, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
JUN 17 1966

FOR FILING
26-4231
6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 15, 1966

SUBJECT:

To: Memo to File

On this date, Chairman Jackson approved advertising for a contract to replace and revise the west guardrail on the Portland-Vancouver Interstate Bridge.

The project is estimated to cost not to exceed $105,000 and will be funded with toll revenue.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
Tom Edwards - Please prepare a draft to the Commission for confirmation at the July 14 meeting.
F. B. Klaboe
Victor D. Wolfe

Columbia R. Northbound Brdg.
Reuse West Guardrail

Toll 75,000

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 91,050.00
Anticipated Additional Items:	
Flagmen	1000
Portable Barricade	500
	$ 92,550.00
Engr. & Cont. (12½%)	11568.75
Total	$ 104,118.75
Credit for Maint. Rock	
Estimated Net Authorization, Constr.	$

20-3332 Ainsworth State Park (Over- 19..
night camp area development)
1681.

RECEIVED
FEB 20 1968
FOR FILING

26-3332

6884

February 20, 1968

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,615 will be made to Schrader Construction Company, Inc., on Contract No. 6884 for construction of an overnight camp area in Ainsworth State Park on the Crown Point Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $206,054.58 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Schrader Construction Co., Inc.
7912 S. E. Powell Boulevard
Portland, Oregon 97206

Dooly and Company
Board of Trade Building
Portland, Oregon 97204
C. H. Maison
Attn: John Herr

RECEIVED
DEC 20 1967
FOR FILING
26-3332
6414

December 20, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 9, 1967 on Contract No. 6884. The contract was with Schrader Construction Company, Inc. and was for construction of an overnight camp area on the Ainsworth State Park Section of the Crown Point Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 20, 1967, and that you concur in this procedure at the Commission meeting on January 23, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. M. Maison
Ivan Merchant
L. H. Young
L. W. Rulien

srb jes

12-20-67

RECEIVED
DEC 21 1967
FOR FILING
26-3332
6884

December 20, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6884 awarded to Schrader Construction Company, Inc., for construction of the overnight camp area in Ainsworth State Park on the Crown Point Highway in Multnomah County was completed on June 9, 1967, and accepted by the Highway Commission on December 20, 1967.

Final payment in the amount of $10,711.72 will be released to the contractor after December 28, 1967. The total contract amount is $204,439.58 and no work was performed under force account.

You were previously advised of a claim filed against the contract which has been released.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Schrader Constr. Co., Inc.
7912 S.E. Powell Blvd.
Portland, Oregon 97206

Dooly and Company
Board of Trade Building
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

26-3332-6884

FINAL WEEKLY REPORT

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ainsworth State Park		WEEK ENDING: October 27, 1967
		SECTION PREFIX: 26-3332
HIGHWAY: Crown Point		COUNTY: Multnomah
NAME OF JOB: Ainsworth State Park	KIND OF WORK: Overnight Camp Area	
CONTRACTOR: Schrader Construction Co., Inc.	CONTRACT NUMBER: 6884	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1966	DATE WORK STARTED: July 12, 1966	ESTIMATED COMPLETION DATE: October 27, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 247,666.05	SPECIFIED COMPLETION DATE: November 30, 1966	PERCENT OF TIME ELAPSED: 100% + 191 Cal. Day Extension
EXCLUSIVE OF ENGINEERING: $ 230,054.24	ENGINEERING AUTHORIZATION: $ 17,611.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 204,409.84	ENGINEERING COST TO DATE: $ 19,583.30	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN 11 %	PERCENT OF AUTHORIZATION 111.2 %	DATE PROJECT WAS COMPLETED: October 27, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10-22	Cloudy Shrs	0		
MONDAY 10-23	Cloudy Fair	0		
TUESDAY 10-24	Cloudy Shrs	0		
WEDNES 10-25	Cloudy Fair	0		
THURSD 10-26	Cloudy Fair	0		
FRIDAY 10-27	Showers	0		
SATURDAY				

Routing

Mc... — Pass
Dekker — McCulloch
Bond — Trout
Barbee — Scott
Walker — Wills
Glenn — Littlefield
Swan — Olson

RECEIVED
OCT 27 1967
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10-22	No activity
MONDAY 10-23	No activity
TUESDAY 10-24	No activity
WEDNESDAY 10-25	No activity
THURSDAY 10-26	No activity
FRIDAY 10-27	Finished replacing metal shower partitions.
SATURDAY	

REMARKS

All work complete

Final weekly report

SIGNED E. Rodriguez LOCATION Aloha

E. Rodriguez

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP*F218

RECEIVED
SEP 19 1967
FOR FILING
26-3332
6884

#2

August 29, 1967

Schrader Construction Co., Inc.
7912 S. E. Powell Boulevard
Portland, Oregon 97206

Gentlemen:

The State Highway Commission today considered your request for an extension of time on Contract No. 6884 on the Crown Point Highway in Ainsworth State Park.

After considering the recommendation of the Engineer and other available information, the Commission advanced the completion date to June 9, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc L. W. Rulien
Enrique Rodriques
L. H. Young
Ivan Merchant
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6884 Contractor Schrader Construction Co., Inc.

Highway Crown Point

Section Ainsworth State Park

Kind of Work Overnight Camp Area

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Because of fire restriction imposed by U.S. Forest Service on burning slash and operation of certain types of construction equipment.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Asst State Highway Engineer

State Printing 37919

Contract No.	6884
Project designation	State (State-Federal)
Date awarded	July 6, 1966
Work started	July 12, 1966
Per cent completed	June 9, 1967: 100%
Specified Completion Date (Date)	
No. of Workdays Allowed	Nov. 30, 1966
Completion Date:	
No. of Workdays Used	June 9, 1967
	Calendar
No. of Added Workdays Requested	191

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
JUN 13 1967
7,8,9,10,11,12,1,2,3,4,5,6 PM

Oregon State Highway Commission
Salem, Oregon

Date June 13, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ contract completion date from 11/30/66 ~~days~~ to 6/10/67 ~~days~~, within which to complete our Contract No. 6884, without the assessment of liquidated damages. The said contract is described as follows:

Overnight camp area, Ainsworth State Park

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: In accordance with Section 8-8, suspension of work was ordered to comply with the Governor's executive order closing all forest land. This order extended the work time into the month of December. Adverse weather during this period resulted in our being unable to construct in accordance with the specificatinns. As of May 16th, 1967 it was determined that the area was suitable for construction. The project was completed on June 9, 1967. In accordance with state fire regulations, suspension of work from July 19 through September 14, 1966. This order stated "no equipment - no smoking, restricted to operation along centerline of cleared area only with tractors equiped with spark arresters only."

Respectfully submitted,

SCHRADER CONSTRUCTION CO., INC.
Contractor

By R. A. Schrader
R. A. Schrader, President

CONSENT OF SURETY

Date June 14, 1967

We, RELIANCE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Gladys I. Proux
Gladys I. PROUX, Attorney-in-fact

(SEAL)

R M Dooley
Resident Agent

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AUG 18 1967
FOR FILING
26-3332
6894

August 17, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 2
August 29, 1967 meeting

Gentlemen:

Schrader Construction Company, Inc., contractor for the construction of the Ainsworth State Park on the Crown Point Highway in Multnomah County, Contract No. 6884, has requested that the completion date be advanced from the specified date of November 30, 1966, to June 10, 1967, without the assessment of liquidated damages.

The contractor contends that in complying with the Forest Service regulations against slash burning and certain other construction activities during July, August, and September 1966, his clearing, grading, and surfacing activities were delayed until unfavorable weather conditions for such work in the fall and winter months of 1966 and 1967.

The contractor's request merits consideration. The contract was awarded July 6, 1966. The contractor started work July 12, 1966. A logical construction schedule would call for completion of the clearing, grading, and surfacing work (approximately 17 percent of the contract work) during the months of July, August, and September, which the contractor attempted to do. Forest Service orders against burning slash and operation of certain types of grading equipment for the periods July 15-21, 1966; August 1-31, 1966; and September 21-26, 1966, delayed these operations a total of 43 days. This delay forced the work into the wet fall and winter months when it was impossible to do satisfactory work. All grading work was stopped October 12, 1966, by wet weather. The contractor continued work on the buildings and other elements of the contract during the shut down periods mentioned and had all the contract work essentially

complete, except the clearing, grading and surfacing work, on the specified completion date. Weather and ground conditions permitted resumption of clearing, grading and surfacing work on May 15, 1967, and the work was completed June 9, 1967.

Because completion of the work was delayed by conditions beyond the contractor's control, I recommend that the requested extension, advancing the completion date to June 9, 1967, be granted without assessment of liquidated damages. This waives an assessment of $19,100 and leaves no remaining charges for liquidated damages.

This matter will be on the agenda for your consideration at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. W. Rulien

CAG:cm srb

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6884 Contractor Schrader Construction Co., Inc.

Highway Crown Point

Section Ainsworth State Park

Kind of Work Overnight Camp Area

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Because of fire restriction imposed by U.S. Forest Service on burning slash and operation of certain types of construction equipment.

Recommended for Approval:

Division Engineer

Construction Engineer
Bridge Engineer

Asst. State Highway Engineer

State Printing 27910

Contract No. 6884

Project designation State
State-Federal

Date awarded July 6, 1966

Work started July 12, 1966

Per cent completed June 9, 1967: 100%

Specified Completion Date
No. of Workdays Allowed Nov. 30, 1966

Completion Date:
No. of Workdays Used June 9, 1967
Calendar

No. of Added Workdays Requested 191

E--320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 13, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ contract completion date from 11/30/66 to 6/10/67, within which to complete our Contract No. 6884, without the assessment of liquidated damages. The said contract is described as follows:

Overnight camp area, Ainsworth State Park

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **In accordance with Section 8-8, suspension of work was ordered to comply with the Governer's executive order closing all forest land. This order extended the work time into the month of December. Adverse weather during this period resulted in our being unable to construct in accordance with the specificatinns. As of May 16th, 1967 it was determined that the area was suitable for construction. The project was completed on June 9, 1967. In accordance with state fire regulations, suspension of work from July 19 through September 14, 1966. This order stated "no equipment - no smoking, restricted to operation along centerline of cleared area only with tractors equiped with spark arresters only."**

Respectfully submitted,

SCHRADER CONSTRUCTION CO., INC.
Contractor

By R. A. Schrader, President

CONSENT OF SURETY

Date June 14, 1967

We, RELIANCE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Gladys I. Proud, Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
AUG 3 1967
FOR FILING
26-3-22
0164

August 3, 1967

Parker and Abraham
Attorneys at Law
205 Third Street
Hood River, Oregon 97031

Attention: Mr. Kenneth M. Abraham

Re: Your File No. 7563

Gentlemen:

Thank you for your recent letter and attached Release of Claim of John J. Nelson, d.b.a. Hood River Sand, Gravel and Ready-Mix.

Our records indicate this to be in reference to your client's claim in the amount of $945 for concrete ready-mix which was filed against the Schrader Construction Company, Inc., Contract No. 6884 for construction of an overnight camp area in Ainsworth State Park in Multnomah County.

This information is being noted in our records and we will advise the surety and the principal contractor of the release of this claim.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Schrader Construction Co., Inc.
Reliance Insurance Company
Dooly and Company

Commissioners

CWH:fkn

NOTED ON CARD
8-3-67

PARKER & ABRAHAM
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON 97031

VAWTER PARKER
KENNETH M. ABRAHAM

AREA CODE 503
TELEPHONE 386-1411

July 19, 1967

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Your contract No. 6884
Our File: 7563

Gentlemen:

Enclosed find our release of notice of claim of Hood River Sand, Gravel and Ready-Mix filed in connection with your contract No. 6884.

Sincerely yours,

KENNETH M. ABRAHAM

KMA/pf
Enclosure

cc. Dayton Plumbing & Heating, Inc.
1223 Edgewater Street
Salem, Oregon

NOTED
FLOYD QUERY

RECEIVED
JUL 27 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Release of claim to the State of Oregon acting by and through the State Highway Commission:

JOHN J. NELSON, doing business as HOOD RIVER SAND, GRAVEL AND READY-MIX, P. O. Box 155, Hood River, Oregon, 97031, does hereby release his claim against DAYTON PLUMBING & HEATING COMPANY, 1223 Edgewater Street, Salem, Oregon, sub-contractor SCHRADER CONSTRUCTION COMPANY, 79112 S. E. Powell Boulevard, Portland, Oregon, for concrete ready-mix furnished pursuant to State of Oregon Highway contract No. 66884 for work performed at Ainsworth Park in Multnomah County, Oregon.

DATED this 27 day of July, 1967.

HOOD RIVER SAND, GRAVEL & READY-MIX

By John J. Nelson
John Nelson

SUBSCRIBED and sworn to before me this 27 day of July, 1967.

(SEAL)

Notary Public for Oregon
My commission expires: 8-17-70

RECEIVED
JUL 27 1967
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
PARKER & ABRAHAM
HOOD RIVER, OREGON
PHONE 386-1411

RECEIVED
JUL 26 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FOR FILING
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill
Malin
6114

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUL 24 8 37 AM '67
CLAY MYERS
SECRETARY OF STATE

July 21, 1967

Claim File No. 4314
FILED
JUL 21 1967
CLAY MYERS
SECRETARY OF STATE

Parker & Abraham
Attorneys at Law
205 Third Street
Hood River, Oregon 97031

NOTED ON CARD

Gentlemen:

This is to acknowledge receipt of your letter of July 13 and attached Notice of Claim of John J. Nelson, dba Hood River Sand, Gravel & Ready Mix, stating that Dayton Plumbing & Heating Company (subcontractor) owes them for concrete ready-mix in the amount of $945.00.

This appears to be in reference to the Schrader Construction Company, Inc., Contract No. 6884 for work in the overnight camp area at Ainsworth State Park on the Crown Point Highway in Multnomah County.

The Reliance Insurance Company through Dooly and Company, Board of Trade Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward the claim to the Secretary of State for filing.

Please inform us when your client's claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUL 25 1967
OREGON
STATE HIGHWAY COMMISSION

cc: Reliance Insurance Company
Dooly and Company
Schrader Construction Co., Inc.
Commissioners
Sec. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

PARKER & ABRAHAM
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON 97031

VAWTER PARKER
KENNETH M. ABRAHAM

AREA CODE 503
TELEPHONE 386-1411

July 13, 1967

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Contract No. 6884
Our File: 7563

Gentlemen:

Enclosed find a Notice of Claim pursuant to your Contract No. 6884.

Sincerely yours,

Kenneth M. Abraham

KMA/lm
Encl-1

RECEIVED
JUL 14 1967

NOTICE OF CLAIM

TO: STATE OF OREGON, acting by and through the State Highway Commission:

NOTICE IS HEREBY GIVEN that the undersigned, JOHN J. NELSON, doing business as HOOD RIVER SAND, GRAVEL & READY MIX, P. O. Box 155, Hood River, Oregon 97031, has a claim against DAYTON PLUMBING & HEATING CO., 1223 Edgewater Street, Salem, Oregon, a sub-contractor of the SCHRADER CONSTRUCTION CO., 7912 S. E. Powell Boulevard, Portland, Oregon, for concrete ready-mix furnished on which there is a balance due in the sum of NINE HUNDRED FORTY FIVE and no/100 ($945.00) DOLLARS as itemized in Exhibit "A" attached hereto against the bond held with the Oregon State Highway Commission by Schrader Construction Co. for the benefit of their sub-contractor, Dayton Plumbing & Heating Co., 1223 Edgewater Street, Salem, Oregon for work performed at the Ainsworth State Park in Multnomah County, Oregon, under Contract No. 6884.

Dated this 13 day of July, 1967.

John J. Nelson

STATE OF OREGON)
) ss.
County of Hood River)

July 13, 1967

I, JOHN J. NELSON, being first duly sworn, depose and say:

That I am the claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that said instrument contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets; that all statements made in said instrument are true and correct.

John J. Nelson

Subscribed and sworn to before me this 13 day of July, 1967.

(SEAL)

Simone Merritt
Notary Public for Oregon
My commission expires: 12/8/69

LAW OFFICES
PARKER & ABRAHAM
HOOD RIVER, OREGON
PHONE 386-1411

Hood River Sand, Gravel & Ready Mix

P. O. BOX 155 – PHONE OFFICE & RES. 386-1400 – HOOD RIVER, OREGON
JOHN J. NELSON • PLANTS at HOOD RIVER and CASCADE LOCKS • PHONE CASCADE LOCKS 8455

PAGE 1

DATE

DAYTON PLUMBING & HEATING CO.
1223 EDGEWATER ST.
SALEM, OREGON

SCHRADER CONSTRUCTION – PRIME CONTRACTOR
OSHD CONTRACT #

6 DISC. 2% – 10th BALANCE FORWARD

ATE	AINSWORTH PARK	CHARGES	CREDITS	BALANCE DUE
1	#17476 10 yds fill sand 2.50	25.00		25.00
6	#17527 40 yds fill sand 2.50	100.00		125.00
7	#17545 20 yds fill sand 2.50	50.00		175.00
8	#17576 10 yds fill sand 2.50	25.00		200.00
2	#17642 10 yds 3/4-0 CR. 6.00 AINSWORTH PK.	60.00		260.00
4	#17782 5 yds Crusher Chips 3.50 AINSWORTH PK.	17.50		277.50
8	#17904 20 yds fill sand 2.50 AINSWORTH PK.	50.00		327.50
0	#17979 20 yds fill sand 2.50 AINSWORTH PK.	50.00		377.50
4	#18004 20 yds fill sand 2.50 AINSWORTH PK.	50.00		427.50
2	#18142 10 yds fill sand 2.50 AINSWORTH PK.	25.00		452.50
7	#18218 40 yds fill sand 2.50 AINSWORTH PK	100.00		552.50
8	#18239 30 yds fill sand 2.50 AINSWORTH PK	75.00		627.50
9	#18264 30 yds fill sand 2.50 AINSWORTH PK	75.00		702.50
8	#18410 10 yds fill sand 2.50 AINSWORTH	25.00		727.50
1	#18435 30 yds fill sand 2.50 AINSWORTH	75.00		802.50
3	#18534 60 yds 1½ drain R. 4.50 AINSWORTH	270.00		1072.50
4	#18535 80 yds 1½ drain R. 4.50 AINSWORTH	360.00		1432.50
7	#18536 40 yds 1½ drain R. 4.50 AINSWORTH	180.00		1612.50
8	#18558 30 yds 1½ drain R. 4.50	135.00		1747.50

BE BUSINESS FORMS INC LA

Hood River Sand, Gravel & Ready Mix

P. O. BOX 155 – PHONE OFFICE & RES. 386-1400 – HOOD RIVER, OREGON

JOHN J. NELSON • PLANTS at HOOD RIVER and CASCADE LOCKS • PHONE CASCADE LOCKS 8455

DATE

DAYTON PLUMBING & HEATING CO.
1223 EDGEWATER ST. N.W.
SALEM, OREGON 97304

581-1444

966 DISC. 2% - 10th — BALANCE FORWARD — 1747.50

DATE		CHARGES	CREDITS	BALANCE DUE
11/14	CR 359		327.50	1420.00
12/12	CR 362		475.00	945.00

Trsf 5-1-67 Salem

1-31-67 – LEFT MESSAGE
2-7-67 – will check
3-7-67 – called Hood River Sand, Gravel & Ready-Mix
Salem 1-11-2236

RECEIVED
JUL 4 1967

FOR Mil

26-3332

6884

★ PLUMBING
★ STEAM LINE WORK
★ RADIANT HEATING
★ HOT WATER HEATING

★ REPAIRING
★ INDUSTRIAL PIPING
★ PLUMBING SUPPLIES
★ SPRINKLING SYSTEMS

DAYTON PLUMBING & HEATING, INC.

[illegible] TELEPHONE EM 4-5072

DAYTON, OREGON

#6884

Parker & Abraham
205 Third Street
Hood River, Oregon

Re: Ainsworth State Park

Enclosed please find check for $[illegible] made payable to Hood River [illegible] in full for materials furnished [illegible] Materials, Inc. on the Ainsworth State Park job.

[illegible] to Mr. Nelson in regard to [illegible] bill. [illegible] $4.25 per cu. yd. for crushed rock and $6.25 per cu. yd. for [illegible] rock and then charged us $6.00 [illegible] yd. [illegible].

Mr. Nelson [illegible] that he told our Superintendent on the job of the change in price. However, our superintendent on the job was my father and he says no such notice was ever given to him.

By this letter I am requesting you to send a release to the State of Oregon, Highway Dept., with copies sent to Schrader Construction Co. and to our office.

I am paying this bill with the utmost reluctance and misgivings about [illegible] prices.

[illegible] HEATING, INC.

Jim V. Vickery
Manager

NOTED
FLOYD QUERY

cc; Schrader Const. Co.
Oregon State Highway Dept.
Reliance Insurance Co.

NOTED
C. W. HEAD

RECEIVED
JUL 18 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 30 1967
FOR FILING
26-3332
6884

June 30, 1967

Parker and Abraham
Attorneys at Law
205 Third Street
Hood River, Oregon 97031

Attention: Mr. Kenneth M. Abraham

Gentlemen:

In your letter of June 29, you requested information concerning the Schrader Construction Co., Inc., contract for construction of an overnight camp area in Ainsworth State Park in Multnomah County.

This project was assigned Contract No. 6884. The surety is Reliance Insurance Company, 620 Oregon Bank Building, Portland, through their agent, Dooly and Company, Board of Trade Building, Portland.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

PARKER & ABRAHAM
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON 97031

VAWTER PARKER
KENNETH M. ABRAHAM

AREA CODE 503
TELEPHONE 386-1411

June 29, 1967

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

You had a contract with the Schrader Construction Company at Ainsworth Park in which one of the subcontractors was the Dayton Plumbing & Heating Co. Our client, Hood River Sand, Gravel & Ready Mix has not been paid and I would appreciate it if you would forward to me the number of the contract and the name of the bonding company.

Sincerely yours,

Kenneth M. Abraham

KMA/lm

Jean please reply
96

RECEIVED
JUN 30 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 11 1967
FOREGOING

6884

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
U. S. COURT HOUSE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
6884
G26

APR 7 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Chapter 602.4 of the Grants-in-Aid Manual requires that a report be submitted certifying that all completed Land and Water Conservation Fund assisted projects are being operated, maintained and used in accordance with terms of the executed project agreements.

Our records indicate that you have one project, 36-00004, Ainsworth State Park Acquisition, which has been completed and the final billing paid.

We have partially prepared a report (Form BOR 8-102 - revised from the form that appears in the GIA Manual) on this project and are sending you three copies to be completed and certified by you. Upon completion please return the original and the first copy. The second copy should be retained for your files.

Please return the completed report prior to April 30, 1967.

Sincerely yours,

Fred J. Overly
Regional Director

Enclosure

cc: Dave Talbot
Kessler R. Cannon

Original REFERRED TO Wilder By LLOYD P. SHAW with forms 4-11-67

NOTED
LLOYD P. SHAW

RECEIVED
APR 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1966
FOR FILE...
26-3-E2a
6181

Salem, Oregon
December 12, 1966

Ivan Merchant
Bridge Engineer

We have had some criticism from the Bureau of Public Roads' auditors and area engineers concerning our omitting of the design load on bridge footings from the plans. Hereafter, please do the following:

1. Show design footing loads in total kips per footing.

2. Specify the loading to which the piling are to be driven.

3. Specify a minimum length of pile penetration. This should be in the approximate 15-foot range.

4. I would prefer that the foundation data be shown in profile fashion rather than in drill hole results.

5. I again call your attention to the fact that this office scrutinizes very carefully the specified footing depth. It is our belief that only in rare cases should the footing elevation be raised and then on special approval of this office.

TE:ja

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young

FORM E-90 50M 10-63 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1966

RECEIVED
DEC 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Citations on BPR Inspection-in-Depth Reports

To: Mr. Tom Edwards
Assistant State Highway Engineer

B U I L D I N G

The history behind showing certain footing and foundation design data is as follows:

Footing pressure computed to 0.1 ton and pile load computed to 0.1 ton were shown on plans until about 3 years ago. This resulted in numerous arguments with contractors and with personnel in BPR. Contractor used information to argue for reducing the amount of excavation required or for extra compensation for digging in material more difficult than plans indicate. Similar arguments were used regarding the bearing of piles and extra effort required to drive them to what we considered adequate penetration. As a result of this harrassment, the "design" information was taken from the plan.

We substituted information necessary to adequately construct the structure. This information includes:

1. Required bearing capacity of piles.
2. Required penetration of piles.
3. Required penetration and bearing of piles.
4. Dimensions of footing.
5. Elevation of bottom of footing.

This change has denied our resident engineers of information regarding design data and they are not able to recognize conditions different than were visualized by our designers. It is this information that will be furnished to the field.

Many of our structures are included in grading jobs and both Construction and Bridge resident engineers are in need of this information. The Division Engineer is the office having supervision over both divisions and is the logical office to coordinate the distribution.

A. A. Rear
Assistant Bridge Engineer

AAR:mb

NOTED
TOM EDWARDS

FORM B-88

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1966
Salem, Oregon

SUBJECT: Citations on BPR Inspection in Depth Reports

To: All Division Engineers,
Resident Engineers and
Resident Bridge Engineers

The enclosed copy of the BPR memorandum, dated November 7, 1966, relative to a Statewide Inspection-in-Depth on structures points out several short comings in our documentation procedures.

The enclosed additions to the Bridge Division Construction manual give instructions necessary to eliminate the short comings pointed out in items 1, 2, 3 and 5 of the memorandum. These instructions must be followed carefully since future citations on these items will not be tolerated.

With respect to item 4 of the memorandum, it will be the responsibility of the Chief Bridge Design Engineer to furnish design footing loads and design pile loads to the division engineers who will in turn supply them to the appropriate resident engineer.

Relative to item 6, division engineers have been contacted by personnel from the construction department, however, we want to again emphasize that progress record samples must be obtained for the various concrete components early in the life of the job. Additional progress samples should be taken during the life of the job as necessary.

Ivan D. Merchant
Bridge Engineer
By:

A. A. Rear
Assistant Bridge Engineer

F. D. Morgan
Construction Engineer

NOTED
JOM EDWARDS

RWE:jf
cc: J. H. Walker
A. A. Rear
L. L. Wallace

I want to
Report

Bridge Division Construction Manual
Article 9-10 Partial Payments
Issued 11/23/66
Supplements F. D. Morgan Letter of
September 20, 1966

Article 9-10 Partial Payments

Mr. Morgan's letter of September 20, 1966, points out the need for computations or other suitable data to substantiate the percentage of a lump sum item as included in a monthly progress payment. This need extends to all items included in the monthly progress payment.

It is necessary that each resident keep on file in his office a written summary or work sheet showing how the amount of each item included on the monthly estimate was determined. This summary will then be available as necessary to substantiate monthly payments to the contractor.

Bridge Division Construction Manual
Article 105-4.3, 105-4.4
Structural Excavation and Structural
Excavation Below Elevation Shown
Issued November 21, 1966

Article 105-4.3 Structural Excavation (Measurement)

This article defines the maximum limits for structural excavation quantities which will be allowed for payment, providing this maximum amount is actually removed. If quantities less than the maximum (one foot outside the footings, etc.) are excavated, only the actual amount excavated will be included in the quantity allowed for payment.

In order to provide documentation for the quantity of structural excavation allowed for payment it is necessary that, in addition to original ground elevations, the field notes show the actual elevation of the bottom of the footings or actual elevation of the top of footings plus a field measurement of the actual depth of the footing. Also necessary are notes which provide sufficient information about the size (width and breadth) of the excavated hole to substantiate payment for structural excavation as made. In other words, provide documentation to the fact that the contractor did excavate to or beyond the one foot outside of footing limit and is entitled to maximum payment for structural excavation. If the contractor did not excavate to this limit, this should be shown in the field notes and structural excavation paid accordingly.

Article 105-4.4 Structural Excavation Below Elevations Shown

Field notes must clearly indicate the excavation, if any, which is Structural Excavation Below Elevations Shown. Include elevation shown, bottom of footing elevation (or top of footing elevation with a field measure of the actual depth of footing), and actual side limits of the hole.

As per previous instructions, all notes must be identified, dated and signed.

OCT 21 1966

26-3332

6884

IN REPLY REFER TO:

G30

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
U. S. COURT HOUSE
SEATTLE, WASHINGTON 98104

OCT 19 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

We are returning billings for the following Oregon projects: Sunset Bay Development - 36-66-00005, Ainsworth State Park Development - 36-65-66-00004, Oregon's Statewide Comprehensive Plan - 36-65-00002, Cove Palisades State Park Development - 36-66-00008, Valley of the Rogue State Park Development- 36-66-00006.

Attached is a copy of the certification per telephone conversation with Bob Wilder on October 18, 1966. The billings should also include work accomplishments for the period which the billing covers.

Sincerely yours,

Fred J. Overly
Regional Director

By: Mark J. Reed
Acting

Attachment
cc: Dan P. Allen
Dave Talbot

Original
REFERRED TO
Wilder
BY LLOYD P. SHAW
with billings
10-31-66

RECEIVED
OCT 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1966
OREGON
STATE HIGHWAY COMMISSION

I certify that the billing is correct and just and is based upon actual payment(s) of record by the participant State or political subdivision; that payment from the Federal Government has not been received; that the work and services are in accordance with the Bureau of Outdoor Recreation approved project agreement including amendments thereto; and that progress of the work and services under the project agreement is satisfactory and is consistent with the amount billed. I further certify that the participant State, political subdivision or public agency is not involved in any court litigation or lawsuits wherein it is alleged by private parties or the United States that persons were, on the grounds of race, color, or national origin, excluded from participation in, denied benefits of, or otherwise subject to discrimination in the outdoor recreation program or facilities of the State, political subdivision or public agency.

Signature of Authorized State Official _____ Date _____

Approved for Payment

Regional Director or Authorized Representative _____ Date _____

RECEIVED
[illegible] 1966
[illegible]G
IN REPLY REFER TO:
A5419 6884

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
WASHINGTON, D.C. 20240

Shaw

OCT 8 [illegible]

Mr. Forrest Cooper
State Highway Engineer
Oregon Highway Commission
Salem, Oregon 97301

Dear Mr. Cooper:

We have recently received a report of audit issued by the Office of Survey and Review, Department of the Interior, covering a review of your State's accounting system and internal controls and an examination of accounting and other records relating to Bureau of Outdoor Recreation (BOR) projects for the period September 4, 1964, to June 30, 1966.

Oregon was one of the first States to be audited under the Land and Water Conservation Fund Grants-in-Aid Program. We are pleased to report that the auditors are of the opinion that Oregon has a satisfactory accounting system which clearly reflects the transactions relating to BOR grants. However, the auditors have noted certain minor questionable costs and also the failure of the State to include the required equal employment opportunity provisions in construction contracts. Details of these findings are listed below. The report covered an audit of costs totaling $268,980.90 for the following projects:

Project Agreement Number	Amount	Total Costs Audited	Questioned	Approved	Federal Share
36-65-00002	$167,500.00	$ 46,755.76	-0-	$ 46,755.76	$ 23,377.88
36-65-00003	50,000.00	20,750.00	-0-	20,750.00	10,375.00
36-65-00004	53,618.00	20,183.20	$ 21.28	20,161.92	10,080.96
36-66-00005	80,000.00	7,026.34	84.06	6,942.28	3,471.14
36-66-00006	180,000.00	162,670.60	-0-	162,670.60	81,335.30
36-66-00008	250,000.00	11,595.00	84.35	11,510.65	5,755.32
Totals	$ 781.118.00	$268,980.90	$ 189.69	$268,791.21	$134,395.60

1. Duplication of Charges

The auditors reported that a mistaken procedure resulted in duplicate charges to two projects for holiday work (February 22, 1966) of six men:

Project 36-66-00005	$ 84.06	
Project 36-66-00008	84.35	$ 168.41

The duplicate charges are unallowable and an adjustment should be made on a future billing to this Bureau.

Copies to Wells
Harrison
Young 10-10-66

2. Error in Computation

An error in addition on a time and attendance record resulted in an overcharge of $21.28 to Project No. 36-65-00004 in February 1966. The overcharge is unallowable and an adjustment should be made on a future billing to this Bureau.

3. Equal Employment Opportunity Provisions Were Not Incorporated Into Construction Contracts

The audit report disclosed that the Equal Employment Opportunity Provisions were lacking in a construction contract negotiated by the State Highway Department in connection with BOR Project No. 36-66-00006, Development and Expansion of Facilities of Valley of the Rogue State Park. Further investigation revealed that two other contracts awarded on July 6, 1966, also failed to include these provisions. Under paragraph B.2.(e) of the General Provisions (attached to and made a part of each BOR Project Agreement), the State agreed to incorporate such provisions into all construction contracts it makes in conjunction with jointly financed projects. Please take action to remedy the omission of the required provisions in the three contracts let to date and provide procedures to insure their inclusion in all future construction contracts let under the Land and Water Conservation Fund Program.

We wish to express our appreciation for assistance given the auditors by you and other State officials. Also, we want to compliment the State on the fine job it is doing in accounting for fund-supported projects. We would appreciate your comments and observations on the matters listed above. We hope this letter, which indicates the results of the initial audit, will be of assistance to you in the financial management of the Land and Water Conservation Fund Program in Oregon.

Sincerely yours,

Edward C. Crafts
Director

RECEIVED
OCT 10 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-1

RECEIVED
JUL 7 1966
COMMISSIONERS
FOR FILING

GLENN L. JAQUA, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEN

26-3332

6884

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

July 6, 1966

Schroder Construction Company, Inc.
7912 S. E. Powell
Portland, Oregon 97206

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6884 for the following project:

Overnight Camp Area Development in Ainsworth State Park in Multnomah County.

This award was based on your bid of $213,647.60 which was submitted to the Commission on June 30, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. E. Young
C. D. Matthis (SIAC)
I. D. Merchant
Parks Div.

RECEIVED
MAR 30 1966
LAND ENGINEER

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FIELDS
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

26-3332
6x8

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 29, 1966

Mr. Fred Overly, Regional Director
Bureau of Outdoor Recreation
Pacific Northwest Region
407 U.S. Court House
Seattle, Washington 98104

Re: Ainsworth Acquisition
Project 36-65-00003
Reply to letter of March 16, 1966
3082

Dear Mr. Overly:

Enclosed you will find a copy of the Final Judgment covering the property mentioned above. This was acquired by condemnation for park purposes from Mr. Joseph A. Bucher, et ux.

This judgment shows:

(1) Court costs
(2) Amount of verdict
(3) Satisfactory evidence of title

I have also enclosed a copy of the initial transaction that Mr. Bucher engaged in to acquire this property.

Fund monies were not deposited or invested by the State, therefore, Part 675, chapter 4.8 does not apply as no interest was received.

The billing and final progress report has already been forwarded to your office. I have enclosed a sample for your information.

I think you will find this information adequate. If I can be of further assistance, please feel free to contact me.

Sincerely,

NOTED
LLOYD P. SHAW

RLW:sgs

Robert L. Wilder
State Recreation Director

Enclosures

cc: Mr. Lloyd P. Shaw

RECEIVED
MAR 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-133X 5000 7-65

RECEIVED
MAR 25 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Adm
Ad Serv
Dept of Lt

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 24, 1966

L & W

536

Mr. Fred Overly, Regional Director
Bureau of Outdoor Recreation
Pacific Northwest Region
407 U.S. Court House
Seattle, Washington 98104

Re: Ainsworth Acquisition Project
36-65-00003

Dear Mr. Overly:

This is to acknowledge your letter of March 16, 1966 which deals with the final billing for the Ainsworth Project.

We are now in the process of obtaining the material requested by your agency, and shall promptly forward it to you. We anticipate that the material will be submitted with the next monthly billing from our Department.

If we can be of further assistance, please let us know.

Sincerely,

Robert L. Wilder
State Recreation Director

RLW:sgs

cc: Mr. L. P. Shaw

Routed
L. P. SHAW

RECEIVED
MAR 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION

PACIFIC NORTHWEST REGION
U. S. COURT HOUSE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:

Shaw

3082

MAR 17 66

MAR 16 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

We have reviewed your final billing for the Ainsworth Acquisition Project 36-00003. Several items are required before we can complete regional processing of this claim and recommend payment to our Washington office.

First, each final billing must include the information cited in the Bureau of Outdoor Recreation Grants-in-Aid Manual, Part 675, Chapter 4.6, 4.7 and 4.8. The final billing format suggested in Exhibit 2 of the same chapter should be used. Include a statement relating to the disposition of any interest earned on federal funds previously received.

Secondly, a five-year history of conveyance is necessary. This should include a tabulation of all sales on transfers of the subject property covering (1) parties to the transactions, (2) dates of purchases, and (3) wherever possible, the verified purchase price. We also need satisfactory evidence of title. (The opinion of the State's established legal officer shall govern as to what is "satisfactory" evidence of title.)

Lastly, we need a statement of value as determined by the court since this project involved condemnation proceedings.

We will complete our processing of this billing when these items are received.

The excellent cooperation we have received from you and your staff is appreciated and if we can be of further assistance to you please let us know.

Sincerely yours,

Fred J. Overly
Regional Director

cc: Dan P. Allen
Dave Talbot

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 30 1965
FOR FILES

26-3332
4x4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 23, 1965

SUBJECT: Bucher Property
Ainsworth State Park
Addition
File # R/W 35772 - L4869

To:

MEMO TO THE FILES

On this date a voucher for payment to Joseph A. Bucher for final compensation, as directed by the Circuit Court of the State of Oregon, for land under the above file number, was signed.

This voucher was in the amount of $5,250.00 -- $15,500.00 having been paid on September 21, 1965 -- representing the compensation of $20,750.00 as ordered by the Court.

This acquisition being listed as a project participating in the Land and Water program, the Auditing Division was contacted to determine if an additional account number should be used to distinguish it from other items charged to this park. They advised that this would not be necessary and the regular cost distribution prefix and account number could be used.

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl

NOTED
LLOYD P. SHAW

RECEIVED
JAN 4 - 1966
FOR FILING
Maint
Parks
Ainsworth

Salem, Oregon
December 23, 1965

Ainsworth State Park
B.O.R. Project 36-65-00003

C. H. Maison
Controller
Accounting Division
B U I L D I N G

Condemnation proceedings in Multnomah County awarded the owners of the 110-acre addition to Ainsworth State Park $20,700 for this property.

Robert L. Wilder
State Recreation Director

RLW:sgs

NOTED
LLOYD P. SHAW

RECEIVED
DEC 29 1965
FOR FILING

Mint
Parks
Ainsworth

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1965

SUBJECT: Ainsworth State Park

To:

Mr. R. L. Wilder
Recreation Director
OFFICE

Condemnation proceedings in Multnomah County awarded the owners of the 110-acre addition to Ainsworth State Park $20,700 for this property.

There are considerable other costs to obtaining this property. Are we in position to add this to the above amount?

L. V. Koons, Deputy
State Parks Superintendent

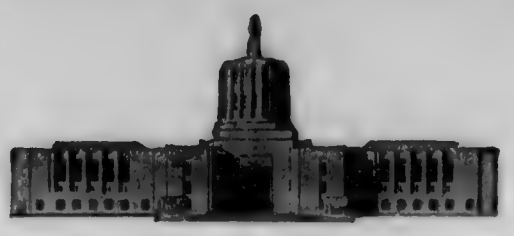
LVK:hl

NOTED
LLOYD P. SHAW

RECEIVED
OCT 4 1966
FILING

Harris
Parks
Ainsworth

GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

File

September 2, 1965

Mr. Norman B. Kobin
Attorney at Law
314 Oregon Bank Building
Portland, Oregon 97204

Re: State vs. Bucher, et ux
Ainsworth State Park
Our File L-4869

Dear Norman:

With respect to your letter of August 4, 1965, I have discussed the above file with our clients and it is their opinion we should proceed to acquire the entire tract.

In view of the above and since we appreciate the fact you have been very busy, we are willing to grant you an extension of time up to and including September 27 within which to file an answer or otherwise appear.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks

cc: Lloyd P. Shaw
Dave Talbot
Bob Anderson
G. E. Rohde

NOTED
LLOYD P. SHAW

RECEIVED
SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50X—5000—1-60 BP16418-T34

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1965

SUBJECT: Bucher Property
R-35772, L-4869
Ainsworth State Park
Multnomah County

To:

Mr. G. K. Rohde
Chief Counsel
BUILDING

Attention Mr. Frank McKinney

This is to advise that our Survey Crews have on July 28, 1965, entered upon the above property and started a survey of same.

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl
cc: Lloyd P. Shaw
D. E. Moehring
W. M. Beckert

RECEIVED
JUL 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

FORM E-123X SOM 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
July 29, 1965

Mr. Norman B. Kobin
Attorney at Law
314 Oregon Bank Building
Portland, Oregon 97204

Re: State v. Bucher, et ux
Our File L-4869
Ainsworth State Park

Dear Norman:

I have for reply your letter of July 17, 1965, with respect to the above acquisition.

I have been advised by the Parks Department that they are sending a survey crew to the Bucher property in the very near future. I am sure you are aware that ORS 366.390 permits the Commission employees to enter into possession of property for the purposes for which the same is being appropriated, after the condemnation proceeding has been filed.

Although I have not completed a lengthy research, I am unable to find any eminent domain authority which allows just compensation for the fact that a husband can no longer yell at his wife without being heard by some member of the public.

I sincerely hope we can settle our acquisition by continued negotiations.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Acting Assistant Counsel

NOTED
LLOYD P. SHAW

FCMcK:ks
cc: Lloyd P. Shaw
David Talbot

RECEIVED
JUL 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204
CAPITOL 3-1108

NOTED
F. C. McKINNEY

July 17, 1965

Mr. Frank C. McKinney
Acting Assistant Counsel
State of Oregon
State Highway Department
Salem, Oregon (97310)

RE: State v. Bucher, et ux
Ainsworth State Park

Dear Mr. McKinney:

We have previously advised you that we are going to resist the subject condemnation on the basis that there is no public need nor necessity therefor. We would suggest, therefore, that you recommend to the Park Bureau that it not take immediate possession of the premises. It appears to me in any event that this would be ridiculous. There are plenty of creeks, trees, latrines, vegetation of all kinds, etc. available to our recreation-seeking public as the park is presently constituted without invoking any further unreasonable hardship upon parties who have for the past several years seen their property being taken piecemeal by the State. My client advises me that he needs a touring map to get around his property now to determine what he owns and what the State owns. In addition to that, he tells me that he can't even yell at his wife any longer without being heard by some member of the public. No compensation was paid to him on any of the previous condemnation cases for being deprived of his property rights.

I hope you get the message.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK:bw

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 30, 1965

Mr. Norman B. Kobin
Kobin & Meyer
314 Oregon Bank Building
Portland, Oregon

Re: File R-35772
State of Oregon vs.
Joseph A. Bucher, et ux
Ainsworth State Park

Dear Mr. Kobin:

Enclosed herewith is a copy of the complaint which was forwarded this date to the county clerk for filing.

I am sending you this copy for your convenience. We are, of course, willing to continue negotiations with you on this matter.

We have obtained the description of the land your clients have under a contract of sale to Robert Peterson, et ux. It is not within the park area which the State has sought to acquire, hence they are not named as parties.

Yours very truly,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Acting Assistant Counsel

Enc.

bg

cc L. P. Shaw
David Talbot
G. E. Rohde

RECEIVED
JUL 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 80M 7-64 SP°6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1965

SUBJECT: File No. 35772 - Bucher
Ainsworth State Park
Columbia River Highway
Multnomah County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a report from Right of Way Agent O. D. Rawlins, on the Bucher property, a proposed addition to Ainsworth State Park.

The original appraisal on this property, made by a fee appraiser, was for $15,500 and later raised to $18,500.

Frank McKinney advises me that condemnation proceedings will be filed on the property this week. This, of course, will mean that considerable time will elapse before we can gain possession of the land.

Due to our urgent need for overnight camping space in the Columbia Gorge, we would like to expedite acquisition. Would you request the Right of Way Division to review the appraisal and try to negotiate for a price somewhere nearer their asking?

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl
Attachment

NOTED
LLOYD P. SHAW

NOTED
LLOYD P. SHAW

RECEIVED
JUN 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Access contact cloudy-Working checking. Mocking negotiated to expedite ~~—~~ Parks right to occupy property. Is OK now 7-6-65 Shaw.

Rohde

FORM E-20 50M 12-63 54676

NOTED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED

F. C. McKINNEY

Portland, Oregon 97202
June 14, 1965

RECEIVED
JUN 1 , 1965
RIGHT OF WAY

SUBJECT:

To: MEMORANDUM TO THE FILES

File No. 35772 - Bucher
Ainsworth State Park
Columbia River Highway
Multnomah County

I called Mrs. Bucher at home. She informed me that the people who bought the 150x150 lot were Robert and Wanda Mae Peterson. She had the legal description, but refused to mail it to me or give me a copy if I drove out to pick it up.

She stated that they would spend any amount to protect their interests. At first she refused to give me a price on the whole 110 acres. However, after considerable persuasion she agreed to accept $40,000 for the entire 110 acres - 100 acres at $200 and 10 acres at $2,000 - not one penny less. She also stated if they went to court it would cost us at least $4,000 per acre on the 10 acres because of the lot sale.

I was able to verify this sale by contacting Robert W. and Wanda M. Peterson, Box 284, Bonneville, Oregon, 'phone 544.

They paid $1,500 and will pay off in full as soon as the title comes through in the near future.

O. D. Rawlins

O. D. RAWLINS

ODR:jl

cc Mr. G. E. Rohde
Mr. D. H. Moehring

26-3333

Dear [illegible]
Enclosed herewith please find Bank Collection Report
for [illegible]

We [illegible] Bank Collection Report for your records:

Bank	Date	Remarks
Alameda	10 0000	[illegible]
Bunker Hill	10 0000	[illegible]
Valley of Lodi	10 0000	[illegible]
Wells Fargo	10 0000	Bank collection by Code Corps

Robert L. Miller
Bank Collection Director

RLM:ES

cc: Tom Knox, Accounting

26-3333a

6584

State Parks and Recreation Division
November 25, 1970

Mr. Maurice H. Lundy
Acting Regional Director
Bureau of Outdoor Recreation
108 U. S. Court House
Seattle, Washington 98104

Dear Mr. Lundy:

Enclosed you will find two sets of project agreements on Oregon Projects 26-00000, 26-00004, 26-00005, 26-00006, 26-00007, and 26-00008. The corrections have been initialed by Mr. Forrest Cooper, as you requested.

If we can be of further assistance, please feel free to contact us.

Sincerely,

Robert L. Wilder
State Recreation Director

RLW:ds

Encl. 2

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

F3425

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97301

Dear Mr. Cooper:

I am pleased to inform you that Oregon's initial requests for funds to acquire and develop recreation areas have been approved. I congratulate you on your early response and action in getting your Land and Water Conservation Fund program started. Copies of the agreements for projects 36-00003, 36-00004, 36-00005, 36-00006, 36-00007, and 36-00008 are enclosed. The total Land and Water Conservation Fund share of these projects is $440,000. You may now bill us for expenditures incurred by the State for these projects in accordance with Section 675.5 of the Outdoor Recreation Grants-In-Aid Manual.

We find these projects to be consistent with your State Outdoor Recreation Plan. They are also in accord with the priorities set forth in your Plan and with the criteria given in the Manual. These projects are addressed mainly to only one kind of need and are sponsored by only one State agency. We recognize that this is a result of your efforts to expedite early submission of projects to obtain and does not reflect the balanced program you intend to carry out in Oregon. However, we draw your attention to section 640.1 of the Manual. Section 640.1 (in summary, "Priority is to be given to meeting the needs of urban populations." Section 640.1 also states that the benefits of the Fund should be shared among Federal and State. Your Plan is consistent with these and we expect that your overall program should also reflect this type of emphasis. We understand you are now setting up machinery to evaluate both local projects and those proposed by all qualified sponsors. We are aware, too, of your interest and concern with the urban problems of Oregon. We therefore encourage a continuation of your efforts to achieve a balanced approach to meeting the priority needs identified in your Plan and in complying with the general criteria expressed in section 640.1 of the Manual.

Thus, we anticipate that many of your future projects will be sponsored by local units of government and by a number of State agencies. We assume, too, that State and local projects will meet day-use needs in your centers of population, as well as other urgent outdoor recreation needs in your State.

Since one of the basic objectives of the Land and Water Conservation Fund Act is to enhance the Nation's outdoor recreation resources, we expect that assistance granted from the Fund for these projects will result in a net increase, commensurate at least with the Federal cost-share, in Oregon's outdoor recreation investment. Our intent is that assistance from the Fund will be used to supplement rather than replace or be substituted for, State and local outdoor recreation funds.

In the project agreements, the amount shown in the entry "Total Obligations to Date" should be changed to show the amount obligated by the Project Agreement. We will adjust these entries. Please initial the change on all copies and return the original and one copy of each agreement to the Pacific Northwest Region.

We are ready to assist you in any way we can.

Sincerely yours,

Director

Enclosures 18

Thus, we anticipate that many of your future projects will be sponsored by local units of government and by a number of State agencies. We assume, too, that State and local projects will meet day-use needs in your centers of population, as well as other urgent outdoor recreation needs in your State.

Since one of the basic objectives of the Land and Water Conservation Fund Act is to enhance the [illegible] outdoor recreation resources, we expect that assistance granted from the Fund for these projects will result in a net increase, commensurate at least with the Federal cost-share, in Oregon's outdoor [illegible] investment. Our intent is that assistance from the Fund will [illegible], rather than replace or be substituted for, State and local [illegible] recreation funds.

In the project agreements, [illegible] in the entry 'Total Obligations to Date" should [illegible] show the amount obligated by the Project Agreement. [illegible] these entries. Please initial the change on all co[illegible] the original and one copy of each agreement to the Pac[illegible] Region.

We are ready to assist you in [illegible].

[illegible] yours,

[illegible]

Enclosures 18

BOR 8-92
(Aug. 1965)

United States
Department of the Interior
Bureau of Outdoor Recreation

State Oregon
Project Number 36 00003
Date 11/1/65

PROJECT AGREEMENT

Project Title The acquisition of 110 acres of land for an addition to the Ainsworth State Park.

Project Period	Period Covered by Agreement
9-1-64 to 12-31-68	9-1-64 to 12-31-68

Project Scope

This project involves the acquisition of 110 acres of land adjoining the Ainsworth State Park. A companion project is proposed for the development of this tract into a 100 site camping area.

The project is in accord with the State Outdoor Recreation plan which identifies the need for increased camping facilities along this segment of the Columbia Gorge.

Stage Covered by this Agreement The total acquisition project is included in this agreement.

Project Cost

Total Cost $ 50,000
Fund Support Ceiling
Percent 50 %
Amount $ 25,000
Cost of this
Segment $ 50,000
Assistance this
Segment $ 25,000

Federal Funds Obligated by this Agreement

Year	Amount
[illegible]	$ 25,000
	$
	$

Total Obligations to Date $ [illegible]

Ecc
D.C.

GENERAL PROVISIONS

A. Definitions

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior.

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project segment which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

(a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director upon request.

(b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

(c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit upon request.

(d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. 276(c) (1958), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

(e) The State shall incorporate, or cause to be incorporated, into all construction contracts the following provisions:

"During the performance of this contract, the contractor agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended, and of the rules, regulations, and relevant orders of the President's Committee on Equal Employment Opportunity (hereinafter referred to as the Committee) created thereby.

"(5) The contractor will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the said committee, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Committee for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be cancelled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

"(7) The contractor will include the provisions of the foregoing paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order No. 10925 of March 6, 1961, as amended, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, and (2) assist and cooperate actively with the BOR and the above-mentioned Committee in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Committee, (3) obtain and furnish to the BOR and to the Committee such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the BOR pursuant to Part III, Subpart D, of Executive Order No. 10925, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part III, Subpart D, of Executive Order No. 10925.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director upon request.

8. Development plans and specifications shall be available for review by the Director upon request.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director on request.

3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance

"(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended, and of the rules, regulations, and relevant orders of the President's Committee on Equal Employment Opportunity (hereinafter referred to as the Committee) created thereby.

"(5) The contractor will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the said committee, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Committee for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be cancelled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

"(7) The contractor will include the provisions of the foregoing paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order No. 10925 of March 6, 1961, as amended, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, and (2) assist and cooperate actively with the BOR and the above-mentioned Committee in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Committee, (3) obtain and furnish to the BOR and to the Committee such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the BOR pursuant to Part III, Subpart D, of Executive Order No. 10925, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part III, Subpart D, of Executive Order No. 10925.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director upon request.

8. Development plans and specifications shall be available for review by the Director upon request.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director on request.

3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure

2. Property and facilities acquired or developed pursuant to this agreement shall be open for inspection by the Director, on request.

3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. 118k (1958), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property or facility acquired or developed pursuant to this agreement to other than a public outdoor recreation use without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

3. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement, and shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, P. L. 88-354 (1964), and of the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17.

4. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

J. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

K. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, and procedures attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to reimburse the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project stage described above in accordance with the terms of this agreement.

That this

The following special terms and conditions were added to this agreement before it was signed by the parties hereto.

In witness whereof, the parties hereto have executed this agreement as of the date entered on the first page hereof.

THE UNITED STATES OF AMERICA

By _____
Director, Bureau of Outdoor Recreation
United States Department of the Interior

11/16/65

STATE

OREGON
(State)

By _____
FORREST COOPER
(Signature)

STATE HIGHWAY ENGINEER
(Title)

BOR 8-92
(Aug. 1965)

United States
Department of the Interior
Bureau of Outdoor Recreation

State Oregon
Project Number 36 00009
Date 11/1/65

PROJECT AGREEMENT

Project Title **The Development of an addition to the Ainsworth State Park.**

Project Period	Period Covered by Agreement
9-4-64 to 12-31-68	9-4-64 to 12-31-68

Project Scope **This project involves the development of a 100 site camping area located on a 110 acre tract which will be acquired as per project agreement numbered 36 00002. The development involves the construction of approximately 60 trailer sites and 40 tent sites. Each site will have a parking space, a picnic table, a camp stove and electric and water hookups. The trailer site will have sewage connections. There will be two utility buildings each containing sanitary facilities, lavatories and shower stalls. Hot and cold water and sewage disposal facilities will be provided.**

A registration booth, a special program area, access roads and a nature trail will also be provided.

Stage Covered by this Agreement

The entire project is covered by this agreement.

Project Cost

Total Cost $ ~~300,000~~
Fund Support Ceiling
Percent ~~50~~ %
Amount $ ~~150,000~~
Cost of this
Segment $ 300,000
Assistance this
Segment $ 150,000

Federal Funds Obligated by this Agreement

Year	Amount
____	$ ~~150,000~~
____	$
____	$

Total Obligations to Date $ ~~150,000~~ Ecc

GENERAL PROVISIONS

A. Definitions

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior.

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project segment which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

(a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director upon request.

(b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

(c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit upon request.

(d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. 276(c) (1958), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

(e) The State shall incorporate, or cause to be incorporated, into all construction contracts the following provisions:

"During the performance of this contract, the contractor agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended, and of the rules, regulations, and relevant orders of the President's Committee on Equal Employment Opportunity (hereinafter referred to as the Committee) created thereby.

"(5) The contractor will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the said committee, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Committee for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be cancelled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

"(7) The contractor will include the provisions of the foregoing paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order No. 10925 of March 6, 1961, as amended, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, and (2) assist and cooperate actively with the BOR and the above-mentioned Committee in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Committee, (3) obtain and furnish to the BOR and to the Committee such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the BOR pursuant to Part III, Subpart D, of Executive Order No. 10925, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part III, Subpart D, of Executive Order No. 10925.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director upon request.

8. Development plans and specifications shall be available for review by the Director upon request.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

Project costs eligible for assistance shall be determined upon the basis of the [illegible] in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. 118k (1958), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property or facility acquired or developed pursuant to this agreement to other than a public outdoor recreation use without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

3. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement, and shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, P. L. 88-354 (1964), and of the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17.

4. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

J. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

K. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, and procedures attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to reimburse the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project stage described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal numbered 36 0000 which is hereby incorporated by reference.

In witness whereof, the parties hereto have executed this agreement as of the date entered on the first page hereof.

THE UNITED STATES OF AMERICA

By _____
Director, Bureau of Outdoor Recreation
United States Department of the Interior
11/1/65

STATE

OREGON
(State)

By _____
(Signature)

STATE HIGHWAY ENGINEER
(Title)

S-[illegible](3) I. Willow Cr. [illegible]
[illegible]

C&A -3100-

RECEIVED
JAN 30 1967
FOR FILING

S-523(3)
6885

January 27, 1967

Hartford Accident & Indemnity Co.
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6885 awarded to T & M Constr. Co. for construction of the Lower Willow Creek Bridge on Courtney Lane Road, FAS 919, in Union County was completed on November 18, 1966, and accepted by the Highway Commission on January 26, 1967.

Final payment in the amount of $2,063.20 will be released to the contractor after February 3, 1967. The total contract amount is $40,171.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm

cc T & M Constr. Co.
838 Plymouth Dr., NE
Salem, Oregon

Cushing Insurance
P.O. Box 7215
Salem, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 27 1967
FOR FILING

S-523 (3)

6885

January 26, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 18, 1966, on Contract No. 6885. The contract was with T & M Construction Company and was for construction of the Lower Willow Creek Bridge on Courtney Lane Road (FA3919) in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented for confirmation at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. M. Young
I. D. Merchant
C. H. Maison
A. F. Parson

srb bg

RECEIVED
JUL 29 1966

FORM M-130

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

C-5236(3)

6885

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 29, 1966

T and M Construction Company
838 Plymouth Drive, N.E.
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6885 for construction of the Lower Willow Creek Bridge on FAS 919 in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

cc **Hartford Accident & Indemnity Company**
1820 Eastlake Avenue, East
Seattle, Washington 91802

Cushing Insurance
P.O. Box 7215
Salem, Oregon

fkn

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	F. PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
7-61		COUNTY Union
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-15-66	PROJECT NO. S-523(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lower Willow Creek Bridge Section of County FAS Route 919.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-17-66	.02
OTHER (Specify)		

FUNDS Pro Rata 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 45,390	$ 28,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUL 15 1966

Oregon State Highway Department

Federal-Aid
Project No. S-523(3)

LOWER WILLOW CREEK BYPASS SECTION OF

COUNTY FAS ROUTE 919 IN UNION COUNTY

Project Agreement Estimate

Zone Code 3000
Willow Cr. By. (Sta. 9580) Sta. 235+34.37 to Sta. 236+38.63) (Contract 6385)

Remove old Bridge	All Required			$ 1,000.00
Shoring, Cribbing, etc.	All Required			3,000.00
Structural Excavation	35 cu.yd.	$ 7.00		245.00
Channel Excavation	500 cu.yd.	3.00		1,500.00
Furnish Treated Timber Piling	1,830 lin.ft.	1.90		3,477.00
Drive Timber Piles	34 only	80.00		2,720.00
Class "A" Concrete	All Required			3,400.00
3' X 30' to 35' Prestressed Slabs	36 only	600.00		21,600.00
Metal Reinforcement	All Required			947.00
Metal Handrail	225 lin.ft.	15.00		3,375.00
		Subtotal		$ 41,264.00
	10% Engr. & Cont.			4,126.00
		Total		$ 45,390.00

Length of Project ---------- 0.020 mile

Federal Funds ----------	$ 28,800.00
State Funds ----------	8,295.00
County Funds ----------	8,295.00
	$ 45,390.00

State Funds for Const: Chap. 173, Laws 1917; Chap. 31, Laws 1930.
Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

RECEIVED
JUN 13 1966
FOR FILING

Amst
Bridges
Gen

MISC. CONTRACTS and
AGREEMENTS No. 3100

June 10, 1966

Union County Court
Courthouse
La Grande, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering Lower Willow Creek Bridge of FAS 919 in Union County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

FORM PR-48
(REV. 4-62)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR PROGRAM APPROVAL
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	May 17, 1966

(Correspondence)
Mr. Young's April 29 letter

TITLE

CLASS OF FEDERAL FUNDS: Secondary

SYSTEM (Check one applicable): ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

STAGE 1 ITEM NOS. _____				STAGE 2 ITEM NOS. 953 THRU 954			FEDERAL FUNDS
PROJECT CLASS	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	
HPS							
RWY-HWY							
HIGHWAY				2	2.9	$117,000	$73,200
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				2	2.9	$ 117,000	$73,200

REMARKS

Item	Project	Location	Work
953	S-167(3)	Drewsey Spur	Oil
954	S-523(3)	Lower Willow Creek Bridge	Str.

Item 954 is recognized as a Safety Improvement Project and should be included in your inventory list to receive appropriate credit.

RECOMMENDED		APPROVED	
DATE	SIGNATURE	DATE	SIGNATURE
			T. Dec
TITLE		TITLE	
			Engineering Coordinator

EXCEPTIONS AND REMARKS (Use additional sheets if required)

RECEIVED
MAY 23 1966
U.S. BUREAU OF
STATE HIGHWAY ENGINEER

Orig to Salem 5-23-66

EXCEPTIONS AND REMARKS (Use additional sheets if required)

The retention of the three 24' bridges on Item 953 is satisfactory.
The method of obtaining additional width on the bridge of Item 954 is also satisfactory.
You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan including the March 23, 1966 approved minimum design standards. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than your minimum design standards, this office should be notified of such proposed exceptions and reasons thereof.

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

USCOMM-DC 41160-P62

RECEIVED
MAY 23 1966
U.S. BUREAU OF PUBLIC ROADS

S-523(3)

5-23-66

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section WILLOW CREEK BRIDGE Highway HEPPNER (FA 439) County GILLIAM Prefix 13-1479

Res. Engr. _____ Approx. Length 0.5 Miles. Sta. 206+ to Sta. 236+ Date 4-25-66

Truck A.D.T. 12 Traffic Coefficient 6.2 18 kip s.a. per day 8.4.

Annual Precipitation 9"± (at Arlington) Frost Penetration - - - -.

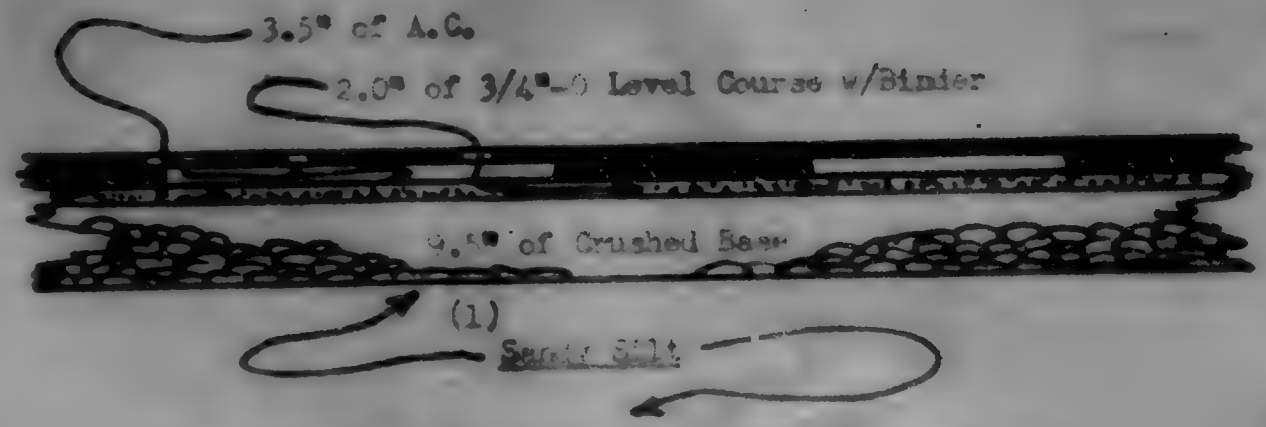
(1)
Typical Soil
- 22 LL
- 0 PI
- 93 %P 10
- 76 %P200
- 7 %Gravel
- [illegible] %C Sand
- 17 %F Sand
- [illegible] %Silt
- [illegible] %Clay
- 14 "R" Value (Corrected)

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.



1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.4" Crushed Base

Should substitutions be made use "CBR" Total Requirement Column to obtain total thickness required and table above for values.

	CBE Total Req.	Depth	Actual Thick.
		7.0	7.0
		2.0	2.0
		9.5	9.5
	18.5	18.5	18.5

(Willow Creek)

RECEIVED MAY 3 1966 FOR FILING

NOTED F. L. KLABBE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief [illegible] Engineer
Rural Engineer

RECEIVED MAY 2 1966 OFFICE OF STATE HIGHWAY ENGINEER

Submitted by E. J. Bergman for State Assistant

Recommended by L. A. Schlicker Asst Engineer of Materials

Recommended by L. A. Reuber Asst Construction Engineer

Approved by F. L. Klabbe Asst. State Highway Engineer

SECTION: WILLOW CREEK BRIDGE

HIGHWAY: HEPPNER (FA 639)

COUNTY: GILLIAM

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 130 (Total)

B. Future ADT 250 (Total)

C. Mean ADT 190 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 13% (ADT Basis)

G. Trucks (in one direction) Fr $\frac{6.5}{2}$ x (C) 190 = 12

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 12 x (H) 100 % = 12

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 6.2

SECTION: WILLOW CREEK BRIDGE

HIGHWAY: HEPPNER (FA 439)

COUNTY: GILLIAM

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

This project consists of a bridge replacement and construction of approaches. It is in a remote section of the State with no P.C.C. pavement in the immediate area.

RECEIVED
MAR 2 2 1966
FOR FILING
Const
Bridge
Gen

Salem, Oregon
March 21, 1966

Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
La Grande, Oregon

I am attaching data concerning the Willow Creek Bridge, M.P. 4.98, Heppner Highway.

I believe there should be a little survey made for widening this bridge.

Attachments

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

February 24, 1966

RECEIVED
FEB 25 1965
CONSTRUCTION
DIVISION

Routing
Morgan
Dicker
Bond
Barbee
Glenn
Swan
Peets
Morelock
Trout
Scott
Wills
Litchfield
Olson

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of January 7, 1966 which enclosed prospectuses for location surveys on the following projects:

1. 16th Street-Coos Bay-Roseburg Highway Section, Coquille-Fairview Road, Coos County.
2. Neil Creek Bridge Section, Dead Indian Road, FAS 277, Jackson County.
3. Powder River Bridge Section, McDougall Lane, FAS 506, Baker County.
4. Lower Willow Creek Bridge Section, Courtney Lane, FAS 919, Union County.

The Coquille-Fairview Road crossing of Cunningham Creek must have a bridge, or a culvert which will satisfactorily pass anadromous fish. The channel change should be constructed to maintain suitable gradient for passage.

On the Neil Creek Bridge Section, we do not anticipate any problems other than with possible excessive siltation from the channel change. The channel should be completed before water is turned into the new channel.

Our only comment on Powder River Bridge Section, FAS 506, is that siltation should be kept to a minimum.

Willow Creek and the Grande Ronde River have steelhead and salmon spawning runs which are present early in the year. Construction which would cause siltation should not begin before June 15.

We appreciate the opportunity to offer our recommendations for fish-life protection on these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

-25-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (4)
A. F. Parson (4)

fp

ROK/dm
cc: Director OFC

RECEIVED
FEB 23 1966
FOR FILING

COMMISSIONERS:
HERMAN P. NEIER, JR., CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

February 18, 1966

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following prospectuses transmitted by your letter dated January 7, 1966 have been examined:

16th Street-Coos Bay-Roseburg Highway Section, Coquille-Fairview Road, Coos County
Neil Creek Bridge Section, Dead Indian Road, FAS 277, Jackson County
Powder River Bridge Section, McDougall Lane, FAS 506, Baker County
Lower Willow Creek Bridge Section, Courtney Lane, FAS 919, Union County

Cunningham Creek in Coquille has substantial runs of salmon. Fish passage must be maintained. We would appreciate reviewing the advance plans prior to contract time. The channel change may require boulder placement because of grade or length.

On the FAS 277, we concur with the comments of the Oregon State Game Commission in anticipating no conflict.

We also anticipate no fishery problems regarding FAS 506 and 919, Addendum "A".

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission
2-24-66 Copies to:
F. B. Klaboe — J. E. Morelock
L. H. Young — L. R. Chandler (4)
Frank Hall (4) — A. F. Parson (4)
T. C. Roake

fp

Routing

Morgan — Peaco
Docker — Morelock
Bond — Trout
Barbee — Scott
Walker — Wills
Glenn — Litchfield
Swan — Olson

RECEIVED
FEB 21 1966
CONSTRUCTION
DIVISION

RECEIVED
JAN 31 1966
FOR FILING
Const
R/W
Co. Rds
Union

1-24-66

Prefix No. 531-1494

ADDENDUM "A" TO LOCATION PROSPECTUS
LOWER WILLOW CREEK BRIDGE SECTION
COURTNEY LANE, FAS 919
UNION COUNTY

The following addendum is submitted to revise and correct the location prospectus concerning the Lower Willow Creek Bridge Section of Courtney Lane, FAS 919, in Union County.

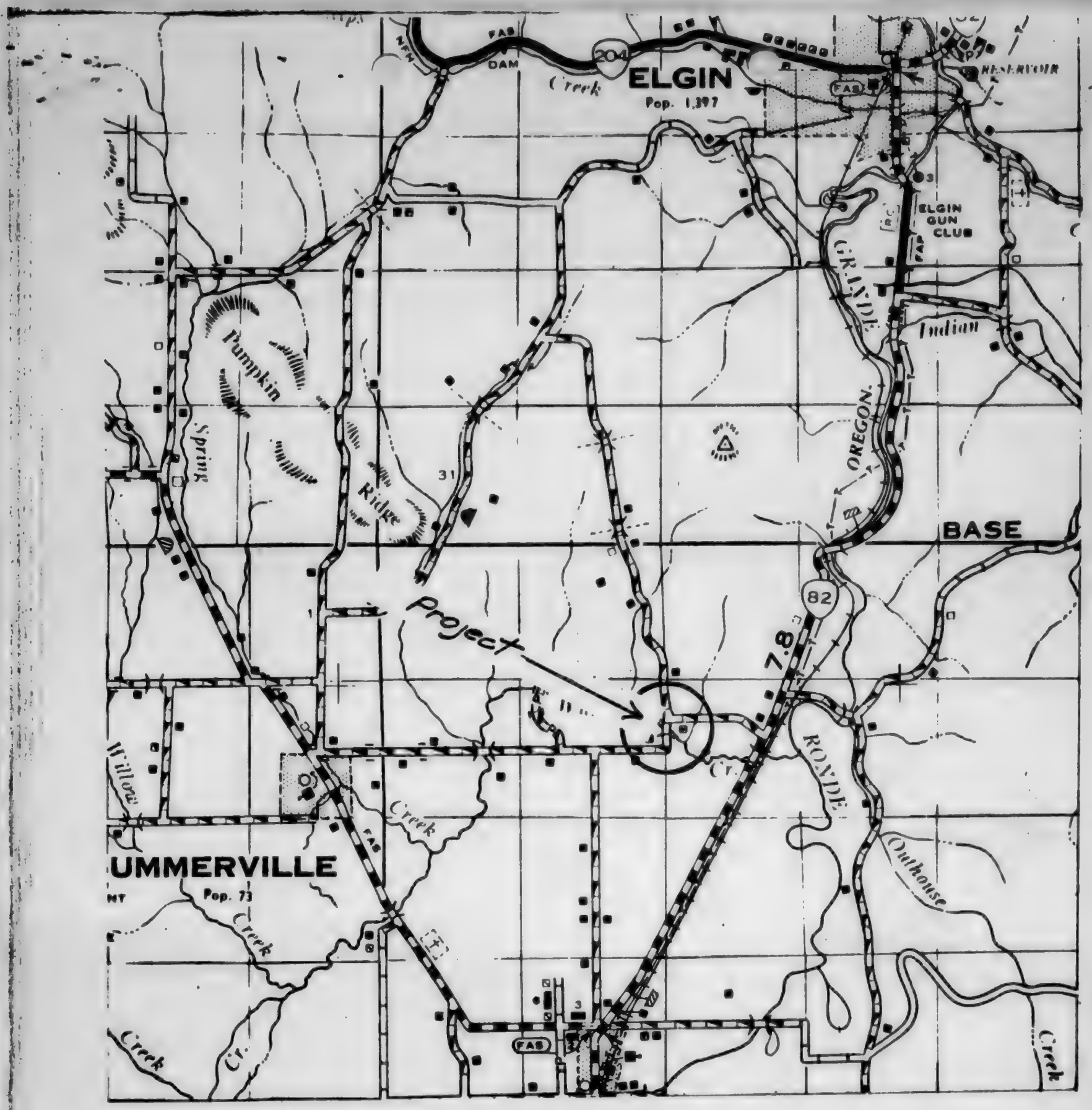
PARAGRAPH 1 THROUGH 7: Correct as per original prospectus.

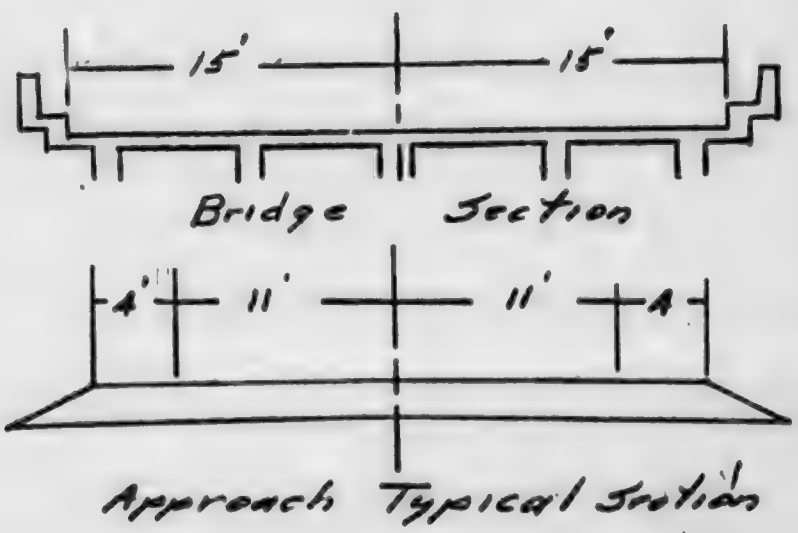
ATTACHMENT: Destroy original attachment and replace with attachment from this addendum.

January 24, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
Victor D. Wolfe
F. B. Klaboe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
JAN 2
ENGINEER





Prospectus Map

Lower Willow Cr Bridge Section

FAS 919

Union County

1966

JAN 12 1966
FOR FILING
Cover
Bridges
Jan

1-6-66

Prefix No. 531-1494

LOCATION PROSPECTUS
LOWER WILLOW CREEK BRIDGE SECTION
COURTNEY LANE, FAS 919
UNION COUNTY

NOTED
R. L. PORTER

HIGHWAY: Courtney Lane County Road, Federal-aid Secondary No. 919.

TERMINI: Structure site is where Courtney Lane crosses Willow Creek which point is 0.84 mile west of M.P. 14.94 on the Wallowa Lake Highway.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing bridge. Reconnaissance will not be necessary. Soils investigations will be conducted. An economic analysis is not needed. Union County will construct the approaches. The road can be closed during construction. This is an FAS-C bridge replacement project using 1966 funds.

CHARACTERISTICS: There is no traffic data available on this section.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders.

BRIDGE: The County requests a structure with a 30-foot horizontal clearance and similar appearance of the Willow Creek Bridge approximately 1.2 miles easterly of the town of Summerville.

AGREEMENTS: Routine County FAS-C project.

January 6, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
Victor D. Wolfe
F. B. Klaboe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson'
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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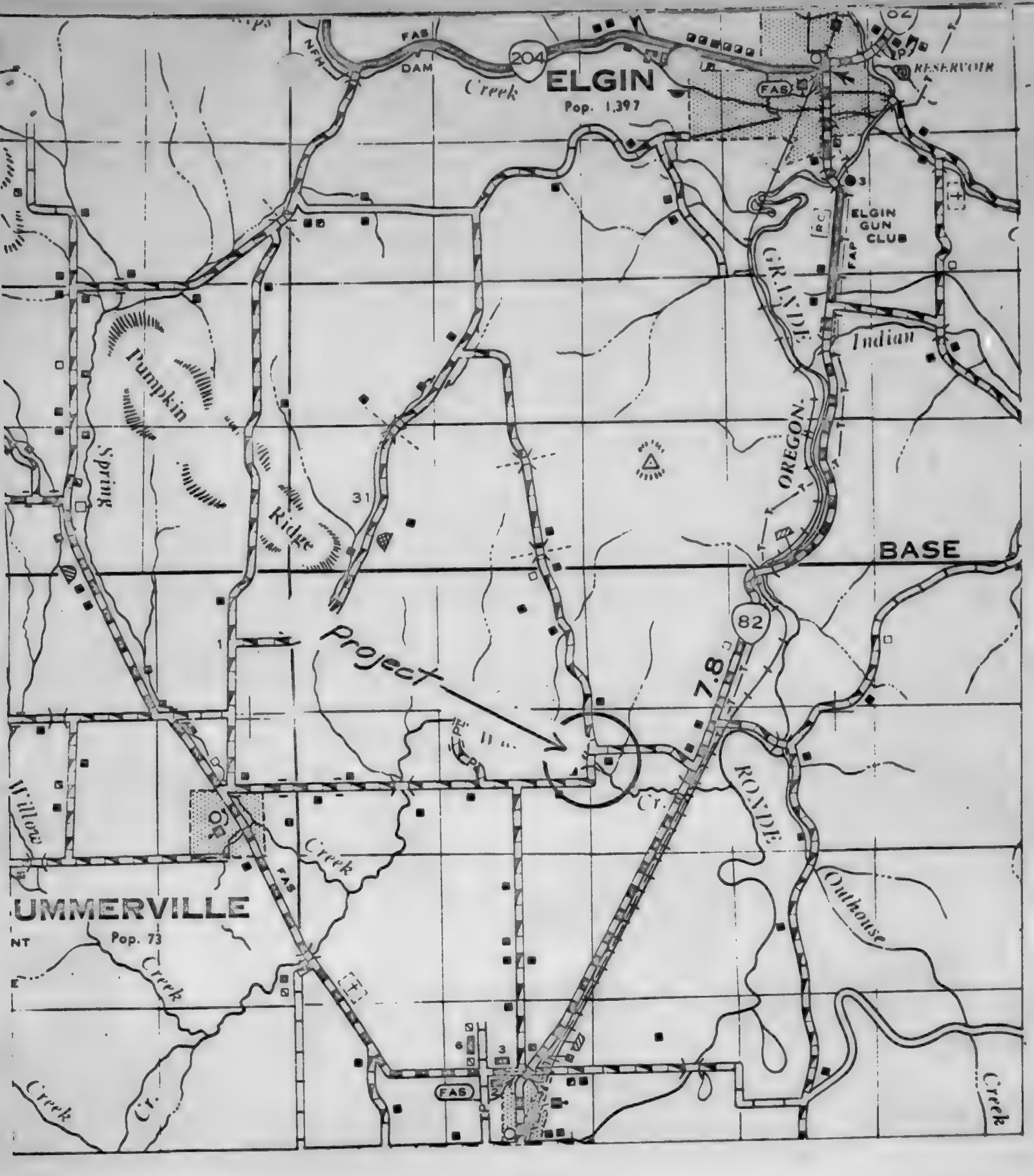
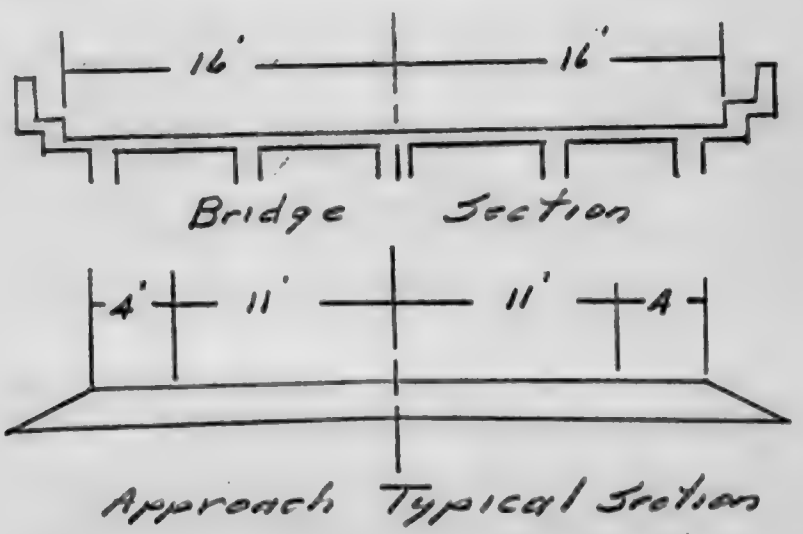
JAN 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER





Prospectus Map

Lower Willow Cr. Bridge Section

FAS 919

Union County

1965

1?1-1115 Catherine Jr. [illegible]
[illegible]
16886 LaGrande-Y. Power [illegible].

RECEIVED
JAN 3 - 1967
FOR FILING
131-1115
6886

January 3, 1967

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6886 awarded to Hamilton Construction Company, for construction of the Catherine Creek and Grande Ronde River Bridges on the LaGrande-North Powder, Medical Springs, and Cove Highways in Union County was completed on November 9, 1966, and accepted by the Highway Commission on December 23, 1966.

Final payment in the amount of $8,170.68 will be released to the contractor after January 10, 1967. The total contract amount is $169,453.34 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

GC

cc: Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 3 - 1967
FOR FILING
131-1115
1871

December 28, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 9, 1966 on Contract No. 6866. The contract was with Hamilton Construction Company and was for construction of the Catherine Creek and Grande Ronde River Bridges on the LaGrande-North Powder, Medical Springs and Cove Highways in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 23, 1966, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
E. D. Merchant
C. H. Maison
A. F. Parson

RECEIVED
JUL 29 1966

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

131-1115

1966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 29, 1966

Hamilton Construction Company
P.O. Box 1376
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6886 for construction of the Catherine Creek and Grande Ronde River Bridges on three state highways in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

cc **United Pacific Insurance Company**
415 S.W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
P.O. Box 1216
Tacoma 1, Washington

fkn

RECEIVED
AUG 24 1966
FOR FILING
121-1115
6884

July 7, 1966

Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 16, 1966, accepted your proposal for Catherine Creek and Grande Ronde River Bridges on the Hot Lake Springs, Interstate-North Powder and Cove Highways in Union County for the sum of $161,913.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer being awarded you the project, which has been assigned Contract No. 6884.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (HIAC)
I. D. Marchant

RECEIVED
MAY 27 1966
FOR FILING
131-1113
CFFC

COMMISSIONERS:
HERMAN P. NIELSEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD M. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

May 26, 1966

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Merchant:

The following listed bridge projects transmitted to us by your letter dated May 12, 1966, have been examined.

1. Grande Ronde River Bridge
   Cove Highway, Union County
   Plan and Elevation Drawing No. 21999

2. Catherine Creek Bridge
   Grande Ronde-North Powder Highway, Union County
   Vicinity Map No. 21769

3. Catherine Creek Bridge
   Medical Springs Highway, Union County
   Vicinity Map Drawing No. 21770

4. Mt. Vernon Bridge Site
   John Day Highway, Grant County
   Vicinity Map No. 21738

5. Elmira Bridge Over Long Tom River
   Territorial Highway, Lane County
   Vicinity Map Drawing No. 21798

6. South Long Tom Overflow Channel
   Territorial Highway, Lane County
   Vicinity Map Drawing No. 21799

7. Mary's River Bridge
   Corvallis-Newport Highway, Benton County
   Vicinity Map No. 18710

NOTED
F. B. KLABOE

NOTED
T. C. ROAKE

Construction of these projects should be done during the low water period in the summer months.

Water diversions such as channel changes should be done behind berms to keep siltation in the stream to a minimum.

Fish passage must be provided on all projects except items five and six.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc
A. F. Parson (2)
L. R. Chandler (2)
Ray Asburry (2)
F. Klaboe
L. H. Young
Frank Hall
F. D. Morgan
J. E. Morelock
Roy Stein

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 31 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
T. C. ROAKE

RECEIVED
JUN 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-108—8M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Catherine Creek Bridge MP 7.41 Date May 3, 19 66

Highway LaGrande-North Powder Contract No. F. A. Project No. State

County Union Prefix Account No.

Description of Work To Be Done:

Rebuild approaches to Bridge No. 558

Widen shoulders, 5 ft left and right MP 7.35 to 7.47

Location by ~~Station Numbers~~ Mile Points:

M P 7.35 to M P 7.47

Estimate of Quantities and Costs:

Equipment Rental	$ 400
Materials (1500 cy fill material)	500
Labor	600
	$ 1,500

Explanation:

State better equipped to perform this type of work

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $

Present estimate of project cost, including

$ 1,500 for work under this order $

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line for use of Salem Office

Submitted by: .....
Resident Engineer

Approval Recommended: .....
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-108—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 1

Project Name Catherine Creek Bridge MP 0.62 Date May 3, 1966

Highway Medical Springs Contract No. F. A. Project No. State

County Union Prefix Account No.

Description of Work To Be Done:

Construct approaches to new structure on a changed grade and alignment on Bridge No. 4834 from MP 0.52 to MP 0.78

Location by ~~Superintendent~~ Mile Points:

MP 0.52 to MP 0.78

Estimate of Quantities and Costs:

Materials	4000 cy fill material	$	2,000
Labor			2,000
Equipment Rental			1,000
		$	5,000

Explanation:

State better equippnd tp perform this type of work

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $

Present estimate of project cost, including

$ 5,000 for work under this order $

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: .....
Resident Engineer

Approval Recommended: .....
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

134-1124 Tualatin R. Br. Sec., Beaverton-Tualatin Hwy. (Grad., pav., struc.) 1966

#6887

3124

RECEIVED
FEB 8 1968

134-1124
6887

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1968

To: MEMORANDUM TO FILE:

SUBJECT: Bunn Property
Contract No. 6887
Tualatin River Bridge Section
Beaverton-Tualatin Highway
Washington County

The above file was set up in connection with the possible liability to the property owner for damages to his property arising from a change of grade in the highway adjacent to his property in connection with the construction of the Tualatin River Bridge.

Under the appropriate statute an owner must commence such an action for a change of grade within six months after acceptance of the completion of the project by the Commission. It appears the Tualatin Bridge Section project was accomplished under State Highway Contract No. 6887. Records of the Secretary's office indicate that the Commission accepted the completion of this project on June 24, 1967. The six months statute of limitations expired on January 24, 1968.

We have had no notice of the commencement of such an action and it therefore appears that such a claim, if now commenced, would be subject to a defense on the part of the State that it was not commenced within the statutory period and would therefore fail.

G. E. ROHDE
Chief Counsel

GER:ks
cc: D. H. Moehring
John Scott
L. W. Rulien
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
JUN 22 1967
FOR FILING
134-1124
6887

June 20, 1967

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6887 awarded to Ross Bros. Construction, Inc., for grading, paving, and structure on the Tualatin River Bridge on the Beaverton-Tualatin Highway in Washington County was completed on March 9, 1967, and accepted by the Highway Commission on June 16, 1967.

Final payment in the amount of $14,155.91 will be released to the contractor after June 27, 1967. The total contract amount is $200,987.92 including $8,639.28 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

C.W. Read, Assistant Secretary

fkm

cc Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97302

Scurlock Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon 97303

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 20 1967
FOR FILING
134-1124
6827

June 16, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed March 9, 1967, on Contract No. 6827. The contract was with Ross Brothers Construction, Inc., and was for grading, paving and structures on the Tualatin River Bridge Section of the Beaverton-Tualatin Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 16, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. W. Rulien

srb jw

RECEIVED
MAY 15 1967

May 12, 1967

Ross Island Sand & Gravel Co.
4129 S. E. McLoughlin Boulevard
Portland, Oregon 97202

Re: Claim of Shannon Transport, Inc.
Our Tualatin River Bridge Project
O. S. H. C. Contract No. 6887

Gentlemen:

We have received a notice of claim from the attorneys representing Shannon Transport, Inc. for the amount of $1,060.00.

It was agreed, between our two companies, that we pay an amount of $810.00, on this claim, and Ross Island Sand & Gravel Co. would pay the balance. This was because of our counter claim for stand-by charges while waiting on delivery of Prestressed Concrete Beams. This delay was apparently caused by a truck breakdown.

Our $810.00 payment was made to you April 13, 1967.

This claim has caused the final payments to be withheld by the Oregon State Highway Department. Since we acted in good faith, we are asking your prompt attention to this matter.

Very truly yours,

ROSS BROS. CONSTRUCTION, INC.

Richard E. O'Connor

c.c. Mr. Floyd Query, Secretary
Rhoten, Rhoten & Speerstra, Attorneys
Glens Falls Insurance Co.

Job Completed 3-9-67
not yet accepted 5-15

NOTED
FLOYD QUERY

RECEIVED
MAY 15 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 12 1967
FOR FILING

134-1124

Klorida
Note on card
c.th.

May 10, 1967

Rhoten, Rhoten & Speerstra
Pioneer Trust Building
Salem, Oregon 97301

NOTED ON CARD

Attention: Mr. William B. Wyllie

Re: Contract No. 6887 - Ross Bros. Construction, Inc.
Claim of Shannon Transport, Inc.

Gentlemen:

We acknowledge receipt of a copy of your letter to the Oregon State Highway Commission concerning "Notice of Claim" of Shannon Transport, Inc. in the amount of $1060.00.

This is to advise that monies for standby charges were received from Ross Bros., but due to an error in our office were not transmitted to Shannon Transport.

We have today talked with the Oregon State Highway Commission, office of Mr. Floyd Query, Secretary, advising them of this situation.

Very truly yours,

ROSS ISLAND SAND & GRAVEL CO.

L. A. Pajunen, Engineer

LP/rg

cc: Ross Bros. Construction, Inc.
Glens Falls Insurance Company
Oregon State Highway Commission
Shannon Transport, Inc.

RECEIVED
MAY 12 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-123.A SON 7-66

RECEIVED
MAY 16 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

FILED
MAY 11 1967
CLAY MYERS
SECRETARY OF STATE

Claim #4299

6861

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 11 8 24 AM '67
CLAY MYERS
SECRETARY OF STATE

May 10, 1967

Rhoten, Rhoten & Speerstra
Attorneys at Law
~~Pioneer~~ Trust Building
Salem, Oregon 97301

Attention: Mr. William B. Wyllie

NOTED ON CARD

Gentlemen:

This is to acknowledge receipt of your letter of May 8 and attached Notice of Claim of your client, Shannon Transport, Inc., stating that Ross Island Sand & Gravel (subcontractor) owes them $1,060.00 plus interest for hauling of concrete beams.

This appears to be in reference to the Ross Bros. Construction, Inc., Contract No. 6887 for grading, paving, and structure on the Tualatin River Bridge Section of the Beaverton-Tualatin Highway in Washington County.

The Glens Falls Insurance Company through Bourland Insurance Agency, 1980 Fairgrounds Rd. N.E., Salem, Oregon, furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please inform this office when the Shannon Transport, Inc., claim is satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 12 1967
OREGON
STATE HIGHWAY COMMISSION

CC Glens Falls Insurance Company
Bourland Insurance Agency
Ross Bros. Construction, Inc.
Commissioners
Hon. Clay Myers ✓

Please acknowledge receipt of this claim on the enclosed copy of this letter.

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
MYRON L. ENFIELD
WILLIAM B. WYLLIE
DAVID A. RHOTEN
GARY G. JONES

COUNSEL
GEORGE ROSSMAN

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

A/C 503-364-6733

May 8, 1967

Oregon State Highway Commission
Highway Department Building
Salem, Oregon 97310

Attention: Mr. Floyd Query
Secretary

Re: Contract No. 6887
Ross Bros. Construction, Inc.
Claim of Shannon Transport, Inc.

Gentlemen:

Enclosed are the items listed below.

This notice is sent in accordance with ORS 279.526 et seq.

Yours truly,

RHOTEN, RHOTEN & SPEERSTRA

By William B. Wyllie

WBW:ej
enc. notice of claim with three
additional copies

cc: Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

cc: Ross Island Sand & Gravel Co.
4129 S. E. McLoughlin Boulevard
Portland, Oregon

cc: Glens Falls Insurance Company
901 S. E. Oak Street
Portland, Oregon

NOTED
FLOYD QUERY

RECEIVED
MAY 10 1967
OREGON
STATE HIGHWAY COMMISSION

Cec please handle
76

NOTED
C. W. HEAD

COPY

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY AND THE SECRETARY THEREOF AND TO THE SECRETARY OF STATE OF THE STATE OF OREGON

Notice is hereby given that the undersigned, Shannon Transport, Inc., has a claim for $1,060.00 for services furnished by Shannon Transport, Inc. in hauling concrete beams to the public site and waiting time in connection with the hauling under the contract hereinafter specified that services were furnished at the special instance and request of Ross Island Sand & Gravel, the sub-contractor under Ross Bros. Construction, Inc., the prime contractor under contract No. 6887 with the Oregon State Highway Commission.

Said contract is for the grading, paving and structure of the Beaverton-Tualatin highway and is in connection with the Tualatin River Bridge.

The amount of the claim is $1,060.00 with 6% interest thereon from December 24, 1966.

Dated this 13 day of April, 1967.

SHANNON TRANSPORT, INC.

By: Adam J Hall

RECEIVED
JUN 6 - 1967
FOR FILING

134-1124

6867

3H-10

April 26, 1967

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue N.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 25, 1967, considered your request for an extension of time on Contract No. 6867 on the Tualatin River Bridge Section of the Beaverton-Tualatin Highway in Washington County.

After considering the recommendation of the Engineer and other available information, the Commission granted an extension of two additional calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wjp

cc L. W. Rulien
Warren Mueller
L. H. Young
I. D. Merchant
C. H. Maison

RECEIVED
APR 19 1967
134-1124
Fred W. Hill, Member
Helix 6887

April 18, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 10
April 25, 1967 meeting

Gentlemen:

Ross Brothers Construction Company, Inc., contractor for the Tualatin River Bridge Section of the Beaverton-Tualatin Highway in Washington County, Contract No. 6867, has requested that he be granted four additional calendar days without assessment of liquidated damages in which to complete the contract work.

The contractor gives the following reasons for failure to complete the work on time:

(1) Delays due to floods.

(2) Time loss due to installation of the City of Tualatin's water line on the structure on a force account basis.

The contract allotted 200 calendar days for the work. Two hundred and two calendar days were consumed in completing the work.

Delays due to floods are not a reason for an extension of time without assessment of liquidated damages.

The contract required the contractor to remove the City's water line from the old bridge, place it in a temporary location during construction of the new bridge, and place it in permanent location on the new bridge on a force account basis and using materials acceptable to the City. The contractor's operations were delayed two days in arriving at suitable substitute materials when a fire in the pipe producing plant prevented delivery of previously agreed upon materials.

Because the contractor was prevented from completing the work on time by conditions beyond his control, I recommend that he be granted two additional calendar days without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. W. Rulien

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6287 Contractor Rees Bros. Construction, Inc.

Highway Beaverton-Tualatin

Section Tualatin River Bridge

Kind of Work Grading, Paving, & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 2 days without assessment of liquidated damages account delay in arriving at satisfactory substitute materials when fire in Benli Pipe and Tank Company plant prevented delivery of originally agreed upon pipe.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No.	6287
Project designation	State (State-Federal)
Date awarded	July 13, 1966
Work started	July 27, 1966
Per cent completed	100% on March 9, 1967 (Date)
No. of Workdays Allowed	200
No. of Workdays Used	202
No. of Added Workdays Requested	2

E—220 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 21, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 202 days, within which to complete our Contract No. 6887, without the assessment of liquidated damages. The said contract is described as follows:

Grading, paving and structure, Tualatin River Bridge Section, Tualatin-Beaverton Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. The stop work order, due to high water and flooding, was rescinded before conditions improved sufficiently to enable us to proceed. Lost 2 Days.

2. The installation of the water line, on a force account basis, caused accumulated time loss due to adapting waterline to new bridge and maintaining water service to City of Tualatin. Time loss accumulated 2 days.

Respectfully submitted,

ROSS BROS. CONSTRUCTION, INC.
Contractor

By A. K. Ross

CONSENT OF SURETY

Date March 21, 1967, 19 67

We, Glens Falls Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl D Bourland
Attorney-in-fact

(SEAL)

Earl D Bourland
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
APR 6 1967
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6887 Contractor Ross Bros. Construction, Inc.

Highway Beaverton-Tualatin

Section Tualatin River Bridge

Kind of Work Grading, Paving, & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 2 days without assessment of liquidated damages account delay in arriving at satisfactory substitute materials when fire in Beall Pipe and Tank Company plant prevented delivery of originally agreed upon pipe.

Recommended for Approval:

Division Engineer

Ivan D. Merchant
Construction Engineer or Bridge Engineer

Tom Bayne
Asst. State Highway Engineer

Contract No. 6887

Project designation State (State-Federal)

Date awarded July 13, 1966

Work started July 27, 1966

Per cent completed 100% on March 9, 1967 (Date)

No. of Workdays Allowed 200

No. of Workdays Used 202

No. of Added Workdays Requested 2

E—220 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 21, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 202 days, within which to complete our Contract No. 6887, without the assessment of liquidated damages. The said contract is described as follows:

Grading, paving and structure, Tualatin River Bridge Section, Tualatin-Beaverton Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. The stop work order, due to high water and flooding, was rescinded before conditions improved sufficiently to enable us to proceed. Lost 2 Days.

2. The installation of the water line, on a force account basis, caused accumulated time loss due to adopting waterline to new bridge and maintaining water service to City of Tualatin. Time loss accumulated 2 days.

Respectfully submitted,

ROSS BROS. CONSTRUCTION, INC.
Contractor

By [signature]

CONSENT OF SURETY

Date March 21, 1967, 19 67

We, Glens Falls Insurance Company

....., **as**

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl L Bourland
Attorney-in-fact

Earl L Bourland
Resident Agent

(SEAL)

RECEIVED
MAR 30 1967
FOR FILING
134-1124
6887

March 30, 1967

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon 97301

Attention: Mr. George A. Rhoten

Gentlemen:

As requested in your letter of March 28 and attached affidavit, we are enclosing a certified copy of Contract No. 6887 awarded to Ross Bros. Construction, Inc., on the Tualatin River Bridge Section.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

Enclosure

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
MYRON L. ENFIELD
WILLIAM B. WYLLIE
DAVID A. RHOTEN
GARY G. JONES

COUNSEL
GEORGE ROSSMAN

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

A/C 503-364-6733

March 28, 1967

Mr. Floyd Query
Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Shannon Transport, Inc. v. Ross Bros.

Dear Mr. Query:

Enclosed is an affidavit concerning the claim of Shannon Transport, Inc.

We request a copy of the bond and sufficient copy of the contract to permit us to bring an action on the claim.

Yours truly,

RHOTEN, RHOTEN & SPEERSTRA

By

GAR:ej
enc. affidavit

Fran-Wanda
please get copy of
Contract
76

RECEIVED
MAR 29 1967
OREGON
STATE HIGHWAY COMMISSION

A F F I D A V I T

STATE OF OREGON)
County of Marion) ss.

I, Odean F. Hall, being first duly sworn on oath depose and say:

That I am the president of Shannon Transport, Inc. and this affidavit is being made on behalf of that company for the purpose of applying to the secretary of the Oregon State Highway Department for a certified copy of the contract and bond. The contract is No. 6887 in which Ross Bros., as prime contractor, contracted for the construction of a bridge near Interstate 5. Shannon Transport, Inc., supplied services in the prosecution of the work under said contract and such services were by Shannon Transport, Inc., supplied to Ross Island Sand and Gravel Company. Ross Island Sand and Gravel Company was a subcontractor under Ross Bros. in the prosecution of the work. The services supplied by Shannon Transport, Inc., consisted of the hauling of concrete beams to the job site and waiting time in connection with the hauling. There is justly due Shannon Transport, Inc., on account of such services the sum of $ 1,060.00 with six per cent interest thereon from December 24, 1966.

Dated this 23ed day of March, 1967.

Odean F. Hall pres.

Subscribed and sworn to before me this 23 day of March, 1967.

Lloyd Sheldon
Notary Public for Oregon

My commission expires: June 23, 1969

ORS 279.512
ORS 279.515

RECEIVED
MAR 29 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Tualatin River Bridge		WEEK ENDING: March 10, 1967
		SECTION PREFIX: 134-1124
HIGHWAY: Beaverton-Tualatin		COUNTY: Washington
NAME OF JOB: Tualatin River Bridge (#49708)	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: Ross Bros. Construction, Inc.	CONTRACT NUMBER: 6887	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 13, 1966	DATE WORK STARTED: July 27, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 10 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 202
PROJECT AUTHORIZATION: $ 325,781.43	SPECIFIED COMPLETION DATE: February 16, 1967	PERCENT OF TIME ELAPSED: 101%
EXCLUSIVE OF ENGINEERING: $ 302,614.75	ENGINEERING AUTHORIZATION: $ 23,166.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 302,614.75	ENGINEERING COST TO DATE: $ 22,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 9711 %	DATE PROJECT WAS COMPLETED: March 9, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.23	0.23	0.23		
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.23	0.23	0.23		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,200	5,250 c.y.	1,340 T.		
TOTAL QUANTITIES CORRECTED TO DATE	12,500	5,050 c.y.	1,105 T		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12,500	5,050 c.y.	1,105 T		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

50-ton crane Semi-Transpostk truck ortable power hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	49708							
PERCENT	100%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Fair			
MONDAY	6	Fair			
TUESDAY	7	Fair			
WEDNESDAY	8	Cloudy			
THURSDAY	9	Light rain			
FRIDAY					
SATURDAY	4	Fair			

Routing

Morgan — Foster — E
Parker — W — Morelock
Bond — B — Trout
Barbur — Scott
Walker — W — Wills
Glenn — Litchfield
Swan — Olson
Bert Gibson

RECEIVED
MAR 13 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No work.
MONDAY 6	Stripping all spans. Surface finishing & painting curbs, rails, & overhang. Erecting pedestrian rail span #1.
TUESDAY 7	Stripping and general job cleanup. Surface finishing & painting. Erecting pedestrial rail spans #2 & 3 and traffic barrier rail in span #1. Last day without penalty.
WEDNESDAY 8	Stripping and general job cleanup. Set grout pads & completed erecting pedestrian rail. Erecting traffic barrier rail. Painting rails & curbs. State sign crews erecting signs on project.
THURSDAY 9	Completed stripping & rail erection. Completed surface finishing and job cleanup. All equipment & material removed from project. Project considered complete.
FRIDAY 10	No job activity. State crews striped project & opened to traffic. Asst. Div. Engr. Al Harwood inspected project.(See Remarks)
SATURDAY 4	No work.

REMARKS

Final inspection by Al Harwood, Asst. Div. Engr., Friday, Bridge accepted on the grounds that contractor return during low water during summer and complete finish on piers.

Br.
Div.
Scofield
File

BRIDGE DIVISION
MAR 13 1967 PM
7 8 9 10 11 12 1 2 3 4 5 6

SIGNED Warren E. Mueller LOCATION Lake Oswego
Warren E. Mueller, R.B.E.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 9 - 1966

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

134-1124
6887

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue North
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6887, awarded July 13, 1966, for grading, paving and structure on the Tualatin River Bridge Section of the Beaverton-Tualatin Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Encl.

cc: Glens Falls Insurance Company
P. O. Box 2146
Portland, Oregon 97214

Bourland Insurance Agency
1980 Fairgrounds Road N. E.
Salem, Oregon

RECEIVED
SEP 6 - 1966

FOR FILING
134-1124

6771

July 21, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3124

Mrs. Ruth A. McReynolds
City Recorder
City of Tualatin
Tualatin, Oregon

Agenda Item
4 W
9-14-66

Dear Mrs. McReynolds:

We are enclosing for your records a fully executed copy of a Cooperative Construction-Finance Agreement pertaining to the Tualatin River Bridge Section of the Beaverton-Tualatin Highway in Washington County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
JUL 12 1966
FOR FILING
134 1124
674-1

July 11, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 14 Commission meeting will be a cooperative construction agreement with the City of Tualatin pertaining to the Tualatin River Bridge Section of the Beaverton-Tualatin Highway (ORE 217) in Tualatin in southeastern Washington County.

The agreement provides for construction and maintenance by the State of a new structure and its approaches and some revision of alignment. It further provides for the State to relocate an existing 10-inch water main across the structure at an estimated cost of $8,700, with the City to reimburse the State at the City's sole expense. Reimbursement is to be made in yearly installments starting March 10, 1968, and to be paid in full prior to March 11, 1972.

Bids on the project were received at the June 30 bid letting and it is presently under contract.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
R. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. H. Young
D. H. Moehring
L. W. Rulien

DNH:mm bg

RECEIVED
OCT 4 - 1966
FOR FILING

134-1124
6887

AGENDA
AUG 25 1966
3h 3'

Bid Jacket

July 13, 1966

Rose Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon

Gentlemen:

The State Highway Commission on July 6 accepted your proposal for grading, paving, and structure on the Tualatin River Bridge Section of the Beaverton-Tualatin Highway in Washington County for the sum of $279,093.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6887.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
JUN 7 - 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

134-1124
6887

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1966

City of Tualatin
c/o Mrs. Ruth McReynolds
City Recorder
8830 S. W. Cherokee Street
Tualatin, Oregon

Re: Relocation of Water Main of City of Tualatin
Tualatin River Bridge Section
Beaverton-Tualatin Highway
Washington County

Dear Sirs:

This will confirm our commitment to you at your city council meeting on June 1, 1966, to the effect that we will furnish to you at the earliest possible date an estimate of the cost of permanently relocating your 10-inch water main across the new bridge to be constructed by the highway department by a 12-inch water main on the structure, and the cost of temporarily relocating your 10-inch water main during construction of the bridge or in the alternative relocating your water main under the river, and the cost of temporarily relocating your 10-inch water main during construction of the bridge.

Also included in the total cost of the project will be engineering costs incurred by the highway department.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

NOTED
R. L. PORTER

JLS:ja

cc: Mr. Robert L. Zipprich
Mayor
Tualatin, Oregon

Mr. De Mar L. Batchelor
Attorney at Law
139 E. Lincoln
Hillsboro, Oregon

R. L. Porter
F. B. Klaboe
T. W. Litchfield

RECEIVED
JUN 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
REVISED SOILS AND GEOLOGY SECTION REVISED
PROJECT BASE DESIGN

Page 1 of 4 Pages

(FAR 622)

Section TUALATIN RIVER BRIDGE Highway BEAVERTON - TUALATIN County WASHINGTON Prefix 134

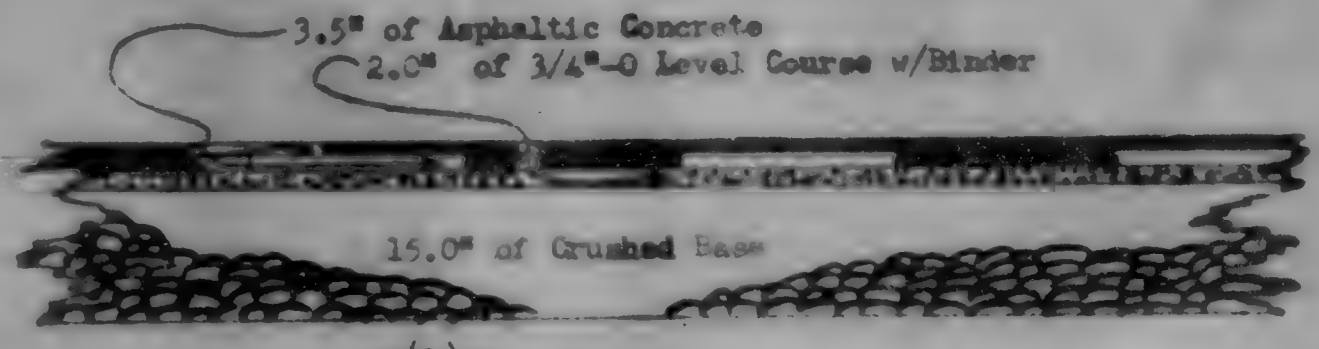
Res. Engr. W. J. Scofield Approx. Length 0.27 Miles. Sta. 6+50± to Sta. 21+00± Date 5-1-66

Truck A.D.T. 128 Traffic Coefficient 8.4 18 kip s.a. per day 89.9.

Annual Precipitation 40"± Frost Penetration - - - - - -.

(1)
Typical Soil

25	LL
2	PI
100	%P 10
72	%P200
0	%Gravel
4	% Sand
22	% Sand
46	%Silt
28	%Clay
20	"R" Value (Corrected)



(1)
Clayey Silt

	CBR Total Req.	Credit	Actual
		7.0	3.5
		2.0	2.0
		15.0	15.0
	24.0	24.0	20.5

AASHO CLASSIFICATION:

A-4 (7)

MATERIAL SOURCES:

To be determined by the Engineer.

Revision due to changes in calculating traffic and testing methods.

NOTED
F.B. KLABOE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. [illegible] Staff Assistant

Recommended by O Anderson Engineer of Materials

Recommended by [illegible] Construction Engineer

Approved by [illegible] Asst. Deputy State Highway Engineer

(D) RECEIVED MAY 16 1966 FOR FILING

6887 Asphaltic Concrete Level Course Base

Tualatin R. Br.

134 11.24 0.10 22

TUALATIN RIVER BRIDGE
BEAVERTON - TUALATIN
WASHINGTON COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Level Course	Crushed Base	Total CBR Req.	Actual Thickness
30 - 90	3.5"	2.0"	12.5"	21.5"	18.0"
8 - 30	3.0"	2.0"	10.5"	18.5"	15.5"
1 - 8	2.0"	2.0"	9.5"	15.5"	13.5"
Cars Only	2.0"	2.0"	6.0" (Min.)	11.5"	10.0"

Should substitutions be made use the "Total CBR Requirement Column" to obtain the required total thickness and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.2?" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (See Standard Specs) (and Supplementals)	=	0.8" Crushed Base

SECTION: TUALATIN RIVER BRIDGE

HIGHWAY: BEAVERTON - TUALATIN (FAR 622)

COUNTY: WASHINGTON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 2200 (Total)

B. Future ADT 4200 (Total)

C. Mean ADT 3200 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 8 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 4 x (C) 3200 = 128

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 128 x (H) 100 % = 128

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 8.4

SECTION: TUALATIN RIVER BRIDGE

HIGHWAY: BEAVERTON - TUALATIN (FAR 622)

COUNTY: WASHINGTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a State Construction project.

RECEIVED
MAY 1 9 1966
PORTLAND

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Salem
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

134-1124

6x7

May 6, 1966

Routing
Morgan
Parker
Sand
Barnes
Walker
Peace
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAY 9 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets for the following projects which were enclosed with your letter of April 28, 1966:

1. Tualatin River Bridge Section, Beaverton-Tualatin Highway, Washington County.

2. Elk Creek Bridge Section, Drain-Yoncalla Highway, Douglas County.

3. Drewsey Spur Section, FAS 458, Harney County.

4. Battle Creek Bridge Section, Pacific Highway East, Marion County.

5. Ashland and Winchester Truck Scales, Pacific Highway, Jackson and Douglas Counties.

We do not anticipate any conflict with wildlife resources as a result of the construction of the above projects so they are approved.

Thank you for the opportunity of reviewing the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-9-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (4)
A. F. Parson (2)

fp

RECEIVED
MAY 5 - 1966
FOR FILING
134-1124
6x87

May 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Safety Projects -
State-Financed

Dear Sir:

We are submitting data for seven State-financed Safety Improvements as listed below. The projects were selected on the basis of roadway hazards as determined by engineering judgment and/or accident records. A copy of Safety Improvement Data for each project is enclosed.

1. Tualatin River Bridge Section (MP 9.0) of the Beaverton-Tualatin Highway, FAS 644, in Washington County. Estimated cost: $450,000.

2. Flores Creek Bridge Section (MP 283.6) of the Oregon Coast Highway, FAP 4, in Curry County. Estimated cost: $600,000.

3. John Day River (Stewarts) Bridge Section (MP 134.4) of the John Day Highway, FAP 5, in Grant County. Estimated cost: $435,000.

4. Elk Creek Bridge Section (MP 0.09) of the Drain-Yoncalla Highway, FAS 675, in Douglas County. Estimated cost: $305,000.

5. Mt. Vernon Bridge Section (MP 154.3) of the John Day Highway, FAP 5, in Grant County. Estimated cost: $450,000.

6. Marys River Bridge Section (MP 44.9) of the Corvallis-Newport Highway, FAP 44, in Benton County. Estimated cost: $190,000.

7. Sucker Creek (Oswego) Bridge Section (MP 6.76) of the Oswego Highway, FAP 3, in Clackamas County. Estimated cost: $750,000.

These projects are included on the revised listing of Safety Improvements which will be furnished your office in the near future.

We hereby request that the State be given credit for these Safety Projects on the first quarter of the over-all four-year program. The estimated cost of the seven projects is $4,600,000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

Form CO-12 (Rev. Jan. 1964)
Dept. No. 20-10

UNITED STATES GOVERNMENT

Memorandum

134-1124

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6887 Salem, Oregon

DATE: July 12, 1965

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
E. [illegible]
Engineering Coordinator

SUBJECT: Oregon Federal-aid Secondary Program

Mr. Young's June 28, 1965 letter submitted four projects for inclusion in the subject program. We are approving these Stage 2 construction phase projects effective this date:

Item	Project	Location	Work
935	S-401(2)	Lobster Creek Bridge	1 - Bridge
936	S-[illegible]-47(9)	Antelope Creek-Medford Sec.	Gr., pave
937	S-547(1)	Fir Villa Bridge	1 - Bridge
938	SU-466(5)	Beaverton-Tualatin Hwy.	1 - Bridge

You are authorized to proceed with actions necessary to advance to completion the physical construction and utility preparatory work provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan except minimum design standards. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards established by AASHO, this office should be notified of such proposed exceptions and reasons thereof.

Item 938, SU-466(5) provides for the construction of an undercrossing structure located within the limits of Item 919, SU-466(4) which was previously approved and authorized. Therefore IM 50-2-65 is applicable only under paragraph B-2, and this work is construed to be providing for the completion of construction, which satisfies this requirement.

Our approval on Item 937, S-547(1) is with the understanding that additional justification will be forthcoming for the substandard bridge width.

This approval provides for an aggregate total of 6.87 miles of construction for a total estimated cost of $2,300,000 of which $1,446,000 is reserved as Federal Secondary funds.

REFERRED TO
Walker
BY ASST. STATE HWY. ENGR.
7-15-65

RECEIVED
JUL 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 2 - 1965
FOR FILING

134-1124

6887

3102

March 2, 1965

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration to Mrs. Louis C. Ellman of Tigard. Mrs. Ellman wrote concerning the Tualatin River Bridge on the Beaverton-Tualatin Highway.

I believe the suggested letter is self-explanatory but if further data is needed, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Tom Edwards
Victor V. Wolfe
E. S. Hunter
A. E. Johnson
R. F. Huntley

TE:jwa RLP:ms fn

~~CORRECTED DRAFT FOR THE GOVERNOR'S CONSIDERATION~~
March 3, 1965

Mrs. Louis C. Ellman
8150 Ellman Lane
Tigard, Oregon 97223

Dear Mrs. Ellman:

Thank you for your letter of January 30 calling my attention to a situation which you feel is hazardous at the south end of the Tualatin River Bridge on the Beaverton-Tualatin Highway.

The Highway Department has advised me that the installation of leading edge guardrail at bridge sites is one of its continuing programs. I am also advised that the south end of the Tualatin River Bridge is now protected by such an installation.

JAP:jc:ia fn

COPY

Tigard, Oregon
Jan. 30, '65

Governor Hatfield

Dear Sir,

Could you have the highway dept. build protecting wings at the village (Tualatin) end of the Tualatin river bridge on #217? After a woman went off the other end and drowned, they built protection there. I hope we don't have to have another tragedy before this is fixed. This bridge was built as a "temporary" one 12 - 14 years ago. When a truck driver pulled the other down into the river with himself and truck, luckily for him it was low water.

Last year they surveyed all around and announced they were to build a complete new bridge with better approaches. However they have been working off and on for two months patching this old one. Is that economy?

I realize since all the flooding in the state many roads must be rebuilt, but this was a thing of last years budget.

Thank you for taking time to read this.

Respectfully

/s/ Daisy D. Ellman

Mrs. Louis C. Ellman
8150 S. W. Ellman Lane
Tigard, Oregon
97223

(Quoted)

Hunter RD

windshield. However they have been working off & on for two months patching this old one. Is that economy?

I realize since all the flooding in the state many roads must be rebuilt, but this was a thing of last years budget.

Thank you for taking time to read this.

Respectfully

Darcy A. Ellman

Mrs. Louis C Ellman
8150 N.W. Ellman Lane
Terrebonne, Ore.
97733

RECEIVED
DEC 4 - 1964
FOR FILING
1-24-112
6 x x 7

December 3, 1964

The Honorable Hugh R. McDonald
Mayor of the City of Tualatin
City Hall
Tualatin, Oregon

Dear Mayor McDonald:

Thank you for your letter of November 25 concerning the highway situation on Route 217 adjacent to your city.

The Highway Commission has not made any decision, primarily because of the strong differences of opinion that were expressed at the public hearing. The project that you describe, which was favored by many persons, is beyond the ability of the Highway Commission to finance at this time. In the interim, it is necessary to maintain the existing structure in travelable condition and that is the repair work of which you are aware.

I am unable to make a commitment as to what future Highway Commission action will be, but where we have so many critical needs in our highway system, the Commission tries to handle urgently needed and noncontroversial projects first.

If you wish further information on this matter, anything available will be furnished upon your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
A. E. Johnson

RLP:ms bbc

CITY OF TUALATIN

TUALATIN, OREGON

REFERRED TO
Adams
BY SECRETARY

November 25, 1964

NOTED
R. L. PORTER

State Highway Commission
Salem,
Oregon

Gentlemen:

Almost exactly a year ago a public hearing was held by your agency in the city hall of the City of Tualatin for the purpose of hearing testimony regarding the placement of the Highway 217 bridge across the Tualatin River. At that time your agency proposed to make a few very minor changes to the present bridge and its location.

Testimony was heard from a wide range of citizens and organizations, including the Tigard High School District which operates school busses in the area. All of these, with very few exceptions, supported the straightening of Highway 217 between the Durham turn and Main Street in Tualatin, and the building of a new bridge across the Tualatin River at that point.

To this date we have not been apprised of any decision made by your agency and we have no idea of what your intentions are in this matter. However, some work has been recently instituted to repair the present totally inadequate bridge. The City Council of the City of Tualatin hereby requests information regarding your decision, if any, for the change in location of this bridge.

I would appreciate an early reply.

Yours very truly,

Hugh R. McDonald

Hugh R. McDonald
MAYOR

HRM/ha

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 27 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 15 1964
FOR FILING

Cross Referenced To:
Adm
Petitions
Washington

134: 1124
6887

April 15, 1964

Mr. John Cook, President
Tigard Chamber of Commerce
11250 S. W. 78th
Tigard, Oregon

Dear Mr. Cook:

This will acknowledge your letter of April 8 containing an undated petition signed by 84 individuals who ask that the Beaverton-Tualatin Highway between Tualatin and Durham Road be relocated instead of repairing the existing bridge structure.

This petition will become a part of the Highway Commission's official record on the matter and will have the Commission's consideration before a final decision is made.

Very truly yours,

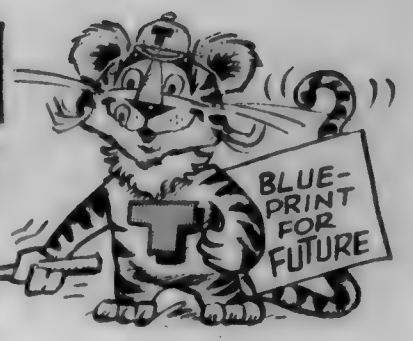
Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe

RLP:ms bbc

TIGARD, OREGON
CHAMBER OF COMMERCE

Phone MErcury 9-1750 1182



April 8, 1964

Draft

State Highway Dept.
Salem, Oregon

Attention: Forrest Cooper

Gentlemen:

At the March 10th meeting of the Directors of the Tigard Chamber of Commerce, it was voted to go on record to recommend straightening Highway 217 from Tualatin to Durham Road rather than repair the bridge in this area.

In this connection we are inclosing petition signed by over 80 residents of Tigard and vicinity in favor of the above proposal. We trust you will give this serious consideration which will not only be an improvement for the Tualatin Fire Department, which also serves Tigard, but we feel will greatly reduce the accident rate on this highway.

Very truly yours,

John Cook

John Cook,
President

NOTED
R. L PORTER

JC:lj
Incl.

RECEIVED
APR 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1964
OREGON
STATE HIGHWAY COMMISSION

THE SOUTHWEST GATEWAY TO PORTLAND

WE, THE UNDERSIGNED, go on record with the State Highway Department, that instead of spending money repairing bridge across the Tualatin on Highway 217, they straighten out Highway from Tualatin to Durham Road.

Clayton Nyberg	Tualatin, Ore
Alva E Cook	11250 SW 78 Tigard
Nancy L. Cook	11250 SW 78 Tigard
Lloyd Batchelder	15030 SW 96 Tigard
Scott Lewis	11485 SW. Greenburg Rd Tigard
Ruth E. Lewis	" " "
Merritt B. Smith	12900 S W Pacific Hy. Tigard
Evelyn A Smith	12900 S.W. Pacific Hy. Tigard
Robert Bogue	Rt 2 Box 86 Aurora. Ore
Katheryn Nyberg	Tualatin, Ore.
Mildred Edlund	12300 S.W. Bull Mt Tigard
Elsie Ames	12300 S.W. Bull Mt. Tigard
Norman Woodard	12625 S W Grant Tigard
Edward A Woodard	12625 SW Grant Tigard
Herbert Frank	13560 SW 121st Ave Tigard
Florence M Frank	13560 SW 121st Ave Tigard
Angie L. Atkins	12220 S.W. Walnut Ave Tigard
Dave D Atkins	12220 SW Walnut Tigard
Peter Pearmine	9835 S.W. View Ct TIGARD
Caroline Pearmine	9835 S.W. View Ct Tigard
Wava Pope	9700 SW Barnes Ct. Tigard
J. C. Pope	9700 S.W. Barnes Ct "
L D A Helmick	RH-Box 156 Sherwood
Jo Helmick	Rt. 4 Box 156, Sherwood, Ore.
Alan Adkins	14135 S.W. 114th Ave Tigard, Ore
Betty Adkins	14135 S.W. 114th Ave Tigard Oregon
Francis J. Cooper	12875 S.W. Watkins Ave.
Doris A Cooper	12875 S.W. Watkins Ave
W. A. Fuller	10780 S.W. 68th Ave Portland

RECEIVED
FEB 28 1964
FOR FILING

124-1124
6887

Cross Referenced To:
Misc
Petitions
Wash. Co

February 27, 1964

The Honorable Clayton Nyberg
Washington County Board of Commissioners
Washington County Courthouse
Hillsboro, Oregon

Dear Clayton:

Although you probably already know it, I thought I might tell you that a substantial number of your neighbors are unhappy with any proposal to change the routing of Highway 217 northerly of Tualatin.

We have petitions containing a couple hundred names in opposition to any change in the area.

This letter is only for the purpose of informing you, as no action is necessary at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

RECEIVED
FEB 27 1964
FOR FILING

Const
RIM
Beautification
Sec

February 26, 1964

Mr. Harry M. Coulson
Chairman, Tualatin Booster Club
Route 2, Box 141E
Sherwood, Oregon 97140

Dear Mr. Coulson:

This will acknowledge receipt of a petition signed by 202 persons objecting to the abandonment of the bridge across the Tualatin River near Tualatin, and also requesting that this bridge be maintained by reconstruction or repair.

Copies of the petition are being sent to the members of the Highway Commission and to the State Highway Engineer for their information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fhn

cc Commissioners
Forrest Cooper

PETITION

TO: Oregon State Highway Commission

Board of County Commissioners,
Washington County, Oregon

We, the undersigned, residents, citizens, taxpayers, [redacted], do hereby record our opposition to the proposal made to the State Highway Commission that Highway #217 be relocated in such manner that the present Highway #217 bridge across the Tualatin River near Tualatin will be abandoned, and our reasons follow:

(1) That the failure to reconstruct and maintain the said bridge will deny to persons living North of the River convenient access to the shopping center, schools, churches and commercial activities South of the River in the Tualatin community.

(2) That such proposal would cause the rerouting of the Tualatin Valley buses with the result that persons living near the bridge or along present Highway #217, both North and South of the River, would be denied common carriage now available to them in getting to and from work.

(3) That the present location of Highway #217 from Durham to Tualatin, including the said bridge crossing, is necessary to protect the values of residential property which have been located and developed in recognition of the present routing of Highway #217.

(4) That the property lying North of the River is a part of the Tualatin Rural Fire Protection District, with the fire equipment being located in the City of Tualatin across the River, and abandonment of the bridge or failure to maintain it will result in impairment of the present fire protection to that portion of the Tualatin Rural Fire Protection District lying northerly of the River, with commensurate increase in insurance rates.

We, therefore, respectfully request that regardless of any other plans for highway development, the present bridge across the Tualatin River near the City of Tualatin be maintained by reconstruction or repair, but that same not be under any circumstances abandoned.

Name	Address
[redacted]	[redacted]
John McMillan	Box 225 "
Mary Purdy	Tualatin Ore
Helen Garrett	Tualatin Oregon
Anna L Garrett	Tualatin Oregon
Grace Jenner	Tualatin Ore
[illegible]	Route 2 Box 138 Sherwood
Dale E Love	Rt 1 Box 145 Sherwood
Clifford Ellis	RT 3 Box 322 Sherwood
Cecil M Ellis	RT 3 Box 322 Sherwood

RECEIVED
FEB 7 - 1964
FOR FILING

134.1124
6887

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1964

SUBJECT: Highway 217
Tualatin River Bridge

To: Mr. L. P. Shaw
Ass't. State Hwy. Engr.

BUILDING

In line with your letter of January 6, 1964, I am attaching a reconnaissance estimate prepared by Mr. Tebeau on two plans of extending Highway 217 from the town of Tualatin northerly along the railroad track to an intersection with existing 217 at Durham Road.

The reconnaissance estimate is, I believe, self-explanatory except for one thing and that is locally I believe there would be some pressure for a connecting road between the new facility and the existing Beaverton-Tualatin Highway, possibly by the extension of S. W. Peters Road. No estimate was made on this extension, but I would guess that the cost would be in the neighborhood of $100,000.

For your information, the cost of our present plan for reconstructing the Tualatin River Bridge is approximately $270,000. Please advise your desire.

F. D. Morgan
Construction Engineer

By D J Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:ra

Attach.

NOTED
L. P. SHAW

RECEIVED
JAN 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-80 90M 2-62 49007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 20, 1964

SUBJECT: Durham Road-Tualatin
Beaverton-Tualatin Highway
Washington County

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

An investigation has been made for rerouting the Beaverton-Tualatin Highway (Oregon 217) from Durham Road (about 2 miles south of Tigard) to Tualatin. Two route possibilities were studied with a field observation being made for pertinent data. Both of these routes would begin at the Durham Road intersection and reflect generally the extension of the Oregon 217 tangent southerly to Tualatin paralleling, for part of the distance, the Oregon Electric Railroad main line; about 0.8 mile in distance would be shaved from the present road. The routes are depicted on the attached map.

The estimated cost for the East Alternate is $580,000 for 1.3 miles of construction as follows:

	Outside C.L. Tualatin		Inside C.L. Tualatin		
Length, miles	1.1		0.2		
Grade & Pave	$210,000		$ 40,000		
Structures	220,000		- - - -		
SPRR U'Xing	- - - -		90,000		
Right of Way	15,000		5,000		
Est. Const. Cost	$445,000	+	$135,000	=	$580,000

The bridge cost shown includes a structure over Fanno Creek ($30,000) in addition to the Tualatin River crossing. It is noticed from the map that some circuitous alignment was introduced to provide a better angle for crossing the Tualatin River which in turn improves the angle for crossing the Oregon Electric Railroad at grade.

For the Weat Alternate, the estimated cost for 1.8 miles of construction is $590,000 as follows:

	Outside C.L. Tualatin		Inside C.L. Tualatin		
Length, miles	1.0		0.8		
Grade & Pave	$130,000		$140,000		
Structure	150,000		- - - -		
SPRR U'Xing	-------		120,000		
Right of Way	15,000		35,000		
Est. Const. Cost	$295,000	+	$295,000	=	$590,000

With the route on the west side of the Oregon Electric Railroad main line, the crossing of the Tualatin River would be greatly improved involving a structure of a shorter length than required on the east side. An undesirable feature of this route is the acute crossing angle with the Oregon Electric Railroad which could create a hazardous condition; it is possible to improve this crossing angle at the expense of several fairly nice homes.

Both of the above routes have in common a grade separation (undercrossing) with the Southern Pacific Company Railroad (Newberg Branch) which presently crosses over the Oregon Electric main line in Tualatin on a trestle. The cost of the undercrossing with respe ct to the west route is higher than the east route because the present trestle will have to be lengthened about 30 feet in order to provide proper clearances with the proposal. Rail traffic amounts to four trains per day (2 day, 2 night) on the Oregon Electric Railroad and two trains per day (1 day, 1 night) on the Southern Pacific Company Railroad.

If either route were open to traffic, about a 1,000 vehicles per day would be diverted to this new alignment which represents about 50 per cent of the traffic on the existing facility at the present time.

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp
Attach.

RECEIVED
JAN 9 1964
FOR FILING
134-1124
6887

January 8, 1964

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Mr. Kilborn:

Your letter of December 31 in regard to the possibility of improvement of a grade crossing on the Beaverton-Tualatin Highway near the Tualatin River Bridge is hereby acknowledged.

A hearing was held in which Washington County expressed a desire for a rerouting of the highway and until the possibilities of changes embodied in its request are studied and evaluated, no further action will be taken toward replacing the existing bridge.

Your request will be borne in mind and given all possible consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
F. D. Morgan

B-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

December 31, 1963

323-3

A. W. KILBORN
SUPERINTENDENT

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Attention: Mr. F. D. Morgan

Dear Sir:

Referring to Mr. Query's letter Dec. 9 relative proposed construction plans for Tualatin River Bridge Section of Beaverton-Tualatin Highway in the City of Tualatin:

Member of our engineering department contacted you relative to the limits of your proposed work which apparently end adjacent to railroad crossing.

If your plans are to improve this highway by replacement of the bridge over Tualatin River and there is any chance of improving the approach to our tracks, believe that in the interest of all concerned this should be included in your final plans.

Proposal to raise grade of Southern Pacific tracks is in the area where Oregon Electric tracks cross beneath our tracks, which is the west approach to Tualatin River Bridge and will not be extended to existing grade crossing on the Beaverton-Tualatin Highway.

Please advise action taken on this proposed improvement and whether the State is considering construction of another route which would parallel the Oregon Electric.

Yours truly,

A W Kilborn

CONSTRUCTION DIVISION
RECEIVED
JAN 6 1964
ENGR. ☐ ☐ ☐ ☐ ☑
ACCTG. CORR.

RECEIVED
JAN 8 1964
FOR FILING

134-1124
6887

Salem, Oregon
January 6, 1964

Secondary Highway 217

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Please have a reconnaissance run extending the existing tangent of No. 217 south to the City of Tualatin as per suggestion of Washington County in the testimony at the recent hearing on Tualatin River Bridge.

This is a matter of some urgency and should be cared for at once.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
NOV 14 1963
FOR FILING

134-1124
6887

October 22, 1963

Agenda
3f-1
10-10-63

Hon. Hugh R. McDonald
Mayor
Tualatin, Oregon

Dear Sir:

The State Highway Commission at its meeting on October 10, 1963, adopted a survey concerning improvement on the Tualatin River Bridge Section of the Beaverton-Tualatin Secondary Highway. For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting "Survey Resolution No. 275".

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head, Asst. Secretary

Enc.

CC Board of County Commissioners
Washington County Courthouse
Hillsboro, Oregon

fp

RECEIVED
OCT 4 1963
FOR FILING
134-1124
6887

October 3, 1963

Oregon State Highway Commission

Gentlemen:

A survey has been completed on the Tualatin River Bridge Section of the Beaverton-Tualatin Secondary Highway near the community of Tualatin in Washington County. A public hearing is not required. The length of the section is 0.29 mile, as indicated on the attached map.

The present bridge is a temporary structure that was built some years ago when the previous bridge was destroyed by a truck accident. We do not have sufficient money in the current State Budget ($270,000) to build this project; however, it would be very desirable to have the survey approved and the small amount of necessary right of way acquired. We would plan to recommend that the project be placed on the State Construction Program in the next year or two.

The matter will be on the agenda for the October 10 Commission meeting, and I recommend that it have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
W. T. Wright
C. H. Maison

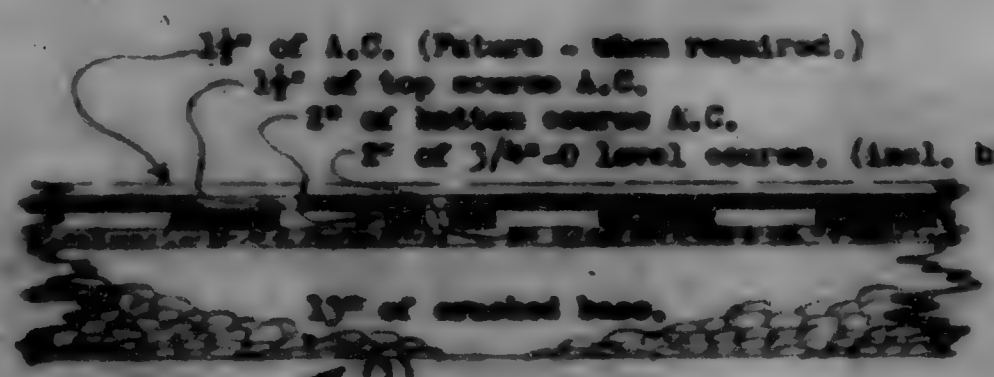
RLP:ms bbc

OREGON STATE HIGHWAY DIV.
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Location TUALATIN RIVER BRIDGE Highway BEAVERTON - TUALATIN County WASHINGTON

Approx.
Engr. W. A. Bousfield Length of Project 0.25 Miles M.P. 8.78 to M.P. 9.03

TYPICAL SECTIONS Traffic Classif. - HEAVY



(1)

Typical Soil

25	LL
2	PI
72	% P200 (No Incl.)
0	% Gravel
4	% Coarse Sand
24	% Fine Sand
46	% Silt
26	% Clay
20	"SP Value (Corrected)

AASHO Classif. - A-6 (7)

Other Traffic Classifications	Total Thickness Requirements
MEDIUM HEAVY	15½"
MEDIUM	13"
LIGHT	10"

Required		Designed			
Base	Surf.	Base	Surf.		
				3½	AC
				2	Level
				13	Gr Base
				18½	TOTAL
		Future		1½	AC
18½				20	FUTURE TOTAL

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for:
Suitable material source to be determined by the Engineer.											

B.P.R.
Roads

Submitted
By

RECEIVED
MAY 7 1963
FOR FILING

APPROVED
LLOYD P. SHAW

PAVEMENT TYPE SELECTION

TUALATIN RIVER BRIDGE SECTION
BEAVERTON - TUALATIN HIGHWAY
WASHINGTON COUNTY
Profile 13+-1460

...ry Factors Governing Selection

...tic Classification: HEAVY Present ADT 1958 1980 ADT 3700 % Heavy Vehicles 8
(NOTE: Increase classification one step for heavy logging use)

... Characteristics: See design chart attached

...ther. Frost Penetration _____ Annual Rainfall 40"±

...formance of Similar Pavements in Area: Good X Fair _____ Poor _____
Remarks: _____

... Comparisons: Not appropriate due to other factors

...ndary Factors Governing Selection

...ent Existing Pavements: A.C. or Oil

...ge Construction: No problem

...ed, Surface, or Elevated Design: Surface

...tion of Aggregates: No problem

...n of Competition: Not appropriate

...ruction Consideration: No problem

... Preference, Participating Local Government Preference, and
...ation of Local Industry: Not appropriate

... Safety: No problem

...ve of an Adaptation of Local Materials or of Local Commercially
...ed Paving Mixes: No problem

...ION AND REMARKS:
... to Items 4 and 6, an A.C. wearing surface has been selected.

RECEIVED
MAR 25 1963
FOR FILING

134-1124

6x57

1963

LOCATION PROSPECTUS
TUALATIN RIVER BRIDGE
BEAVERTON-TUALATIN HIGHWAY
WASHINGTON COUNTY
PREFIX NO. 134-1420

NOTED
R. L. PORTER

The following prospectus is submitted on the above-mentioned section of the Beaverton-Tualatin Highway which is a State Secondary facility on the Federal-aid Secondary System. The northerly terminus is at M.P. 8.78 which point is the grade crossing of the Southern Pacific Company (Tillamook Branch) railroad tracks. The southerly terminus is at M.P. 9.03, approximately 0.15 mile southerly of the existing structure. The overall length of the project is 0.25 mile.

This will be a location survey to prepare plans, specifications and estimates for grading and paving of approaches and the reconstruction of the existing structure. The incorporated city of Tualatin will be affected by this project.

The route follows the existing highway with possible grade revisions. Reconnaissance is not necessary. Routine soils investigations will be conducted. There are no drainage problems. An economic analysis is not needed at this time.

The 1962 ADT is 1,950 and the projected 1982 ADT is 3,300. Traffic warrants the widening of this section to Class "A(2)" standards with maximum grade and curvature of 5 per cent and 8 degrees respectively. The approach typical section will consist of two 12-foot travel lanes with 10-foot shoulders. The widened structure will have a horizontal clearance of 30 feet. Shoulders will be paved full width with a minimum of 1-1/2 inches of asphaltic concrete. Deviations from State standards are anticipated in the transition of the approaches from the proposed structure to the existing highway.

The rise and fall and central angle will be determined during the survey. There will be no need to tie this project to the Lambert grid system.

Access will be provided to the pavement limited as to location, width and unrestricted as to land use. There is a railroad grade crossing at the northerly terminus of this project. The extent of the northerly approach will determine if the railroad will be affected.

The tentative base design for construction is:

NOTED
FORREST COOPER

Paving	3-1/2" AC
Top Course Base	2 " Level
Bottom Course Base	13 " Coarse Base
Total Depth	18-1/2"

(Base design is subject to change upon completion of soils investigations.)

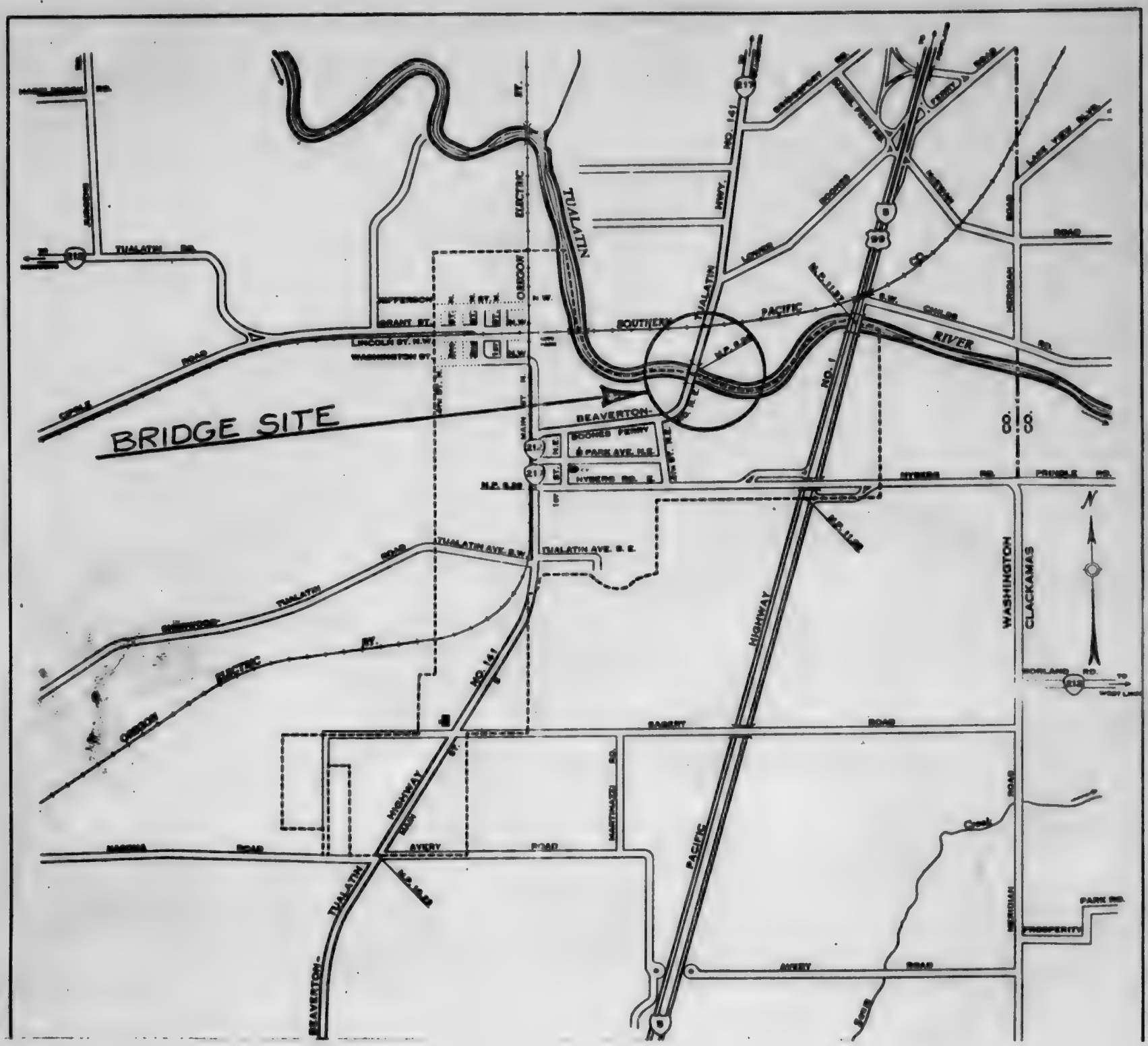
Materials are available from local commercial or State sources.

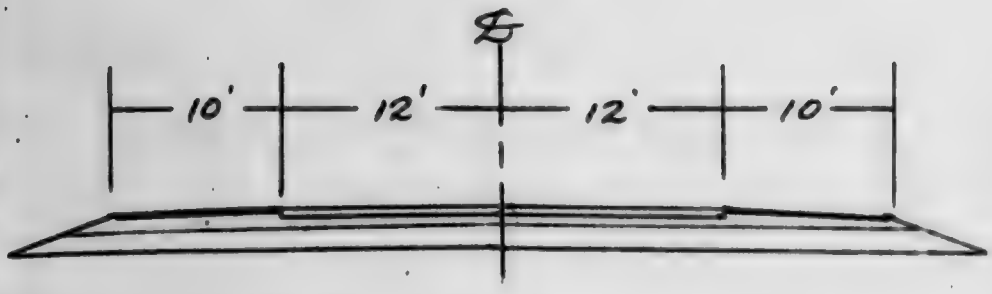
County agreements will not be required. Routine utility adjustments will be required. The north city limits of Tualatin is the center line of the Tualatin River.

There are no State parks or roadside rest areas affected by this project.

March 19, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
Fred Sugnet (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP

TUALATIN RIVER BRIDGE

BEAVERTON-TUALATIN HWY.

WASHINGTON COUNTY

1" = 1600'

1963

RECEIVED
MAR 5 - 1963
SALEM, OREGON

FOR FILING

134-1124

6867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENTAL CORRESPONDENCE

March 4, 1963

SUBJECT: Tualatin River Bridge #4970-A
Beaverton-Tualatin Sec., M. P. 08.88

To: A. E. Johnson
Division Engineer
PORTLAND

The Tualatin River Bridge #4970-A on the Beaverton-Tualatin Secondary Highway #141, M. P. 08.88, has been approved for reconstruction and placed on the State Construction Program for contracting.

To enable the Bridge Department to design the structure, please submit a vicinity map of the location showing the existing bridge and roadway elevations, pipe and power lines and any other pertinent data.

Also advise your recommendations as to any revisions that should be made for this structure. The existing structure consists of 1-23', 2-29', 2-50' log spans, and 2-23', 1-39' spans (266 lin. ft.) which we have recommended be replaced with 1-80', 1-100', & 1-80' R. C. D. G. spans with a 26' readway.

E. S. Hunter
Field Maintenance Engineer

By H. W. Hughlett
H. W. Hughlett
State Bridge Superintendent

HWH/nf
cc. Tom Edwards
Ivan D. Merchant
F. D. Morgan
R. V. Cotton

NOTED
TOM EDWARDS

RECEIVED
MAR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

101-1127	McCully Fork-Sumpter Sec., Sumpter Valley Hwy. (Grad.	1966
#6888	and oiling)	

RECEIVED
JAN 18 1968

101-1127

6888

January 17, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

A post-final payment for $356.40 will be made to J. M. Purcell Construction Co. on Contract No. 6888 for grading and oiling on the McCully Fork-Sumpter Section of the Sumpter Valley Highway in Baker County, as soon as the warrant is prepared.

The total amount paid on this contract will be $219,670.57, including the post-final payment. Of the total, $13,953.65 is for force account work.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc J. M. Purcell Construction Co.
685 Welcome Way S. E.
Salem, Oregon

Victor S. Risley Company
Board of Trade Building
Portland 4, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
JAN 9 - 1968

101-1127
6888

January 8, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6888 awarded to J. M. Purcell Construction Company for grading and oiling on McCully Fork-Sumpter Section of the Sumpter Valley Highway in Baker County was completed on August 7, 1967, and accepted by the Highway Commission on January 5, 1968.

Final payment in the amount of $12,355.49 will be released to the contractor after January 15, 1968. The total contract amount is $219,314.17 including $13,953.65 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc J. M. Purcell Construction Company
685 Welcome Way, S.E.
Salem, Oregon

Victor S. Risley Company
Board of Trade Building
Portland 4, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 8 - 1968
FOR FILING

101-1127
6844

January 5, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed August 7, 1967 on Contract 6844. The contract was with J. H. Purcell Construction Company and was for grading and oiling on the McCully Fork-Sumpter Section of the Sumpter Valley Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 5, 1968 and that you concur in this procedure at the Commission meeting on January 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb jes

1-8-68 Survey letter written

RECEIVED
DEC 5 - 1967
FOR FILING
101-1127
6888

November 1, 1967

#2

J. H. Purcell Construction Company
685 Welcome Way, S. E.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on October 31 considered your request for an extension of time on Contract No. 6888 on the McCully Fork-Sumpter Section of the Sumpter Valley Highway in Baker County.

After considering the recommendation of the Engineer and other available information, the Commission granted you a 27-day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc A. F. Parsons
L. V. Blickenstaff
L. H. Young
F. D. Morgan
C. H. Maison

E--220 (Rev.)—6M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 11, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 130 days, within which to complete our Contract No. 6888, without the assessment of liquidated damages. The said contract is described as follows: grading and oiling McCully Fork-Sumpter Sect., Sumpter Valley Hwy, Baker Cty

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Sept. 29-Oct. 14, 1966	unanticipated unsuitable foundation material
June 12-19, 1967	force account for above
July 21-24, 1967	" " " "
July 1-4, 1967	request of St Hwy Dept-La Grande (restriction of activities over holiday)

Respectfully submitted,

J. M. Purcell Construction Co.
Contractor

By R. G. Purcell - Partner

CONSENT OF SURETY

Date August 14, 1967

We, FEDERAL INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: Victor S. Risley
Attorney-in-fact Victor S. Risley

VICTOR S. RISLEY CO. (SEAL)

BY: Victor S. Risley
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6888 Contractor J. M. Purcell Const. Co.

Highway Sumpter Valley

Section McCully Fork-Sumpter

Kind of Work Grading & Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 25 additional days be granted for unanticipated embankment foundation excavation work and ordered shut-down over July 4, 1967 holiday weekend.

Recommended for Approval:

Division Engineer

For Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6888
Project designation	State (State-Federal)
Date awarded	July 15, 1966
Work started	July 28, 1966
Per cent completed	100 August 7, 1967 (Date)
No. of Calendar days Allowed	100
No. of Calendar days Used	127
No. of Added Days Requested	32

State Printing 37000

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 6, 1967
Salem, Oregon

SUBJECT: Request for Time Extension
McCully-Fort Sumpter
Contract 6888

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

J. N. Purcell Construction Company requests 30 calendar days time extension on this project. Actually the project was completed August 7 with liquidated damages charged for only 25 days and amounting to $2500. The contractor makes a very abbreviated request. He cites three intervals of time allegedly due because of unanticipated unsuitable foundation material plus an additional four days for an order to shut down over the July 4 holiday.

Attached is a progress chart for the project which we have prepared. Bids were opened June 30, 1966. Contract is dated July 15, 1966, and the contractor began work July 28, 1966. Day count started August 5 and the one hundred days allowed would normally have expired November 12, 1966, which was pretty late for oiling. During the week of September 30 the necessity for several thousand yards of embankment foundation excavation became apparent. At that time the grading was 73% complete, base was 34% complete, the total project 48% completed and 60% of the time had elapsed. The embankment foundation excavation was authorized by an extra work order dated October 6, 1966, but the contractor encountered delay in locating a drag line to do the work. There was no hope of completing the project during 1966 with this added work and a "stop work" order was issued October 14.

The Division Office recommends only 13 days extension and 2 of the days they recommend are very questionable. We have never yet used the "Act of God" reason which the specification includes. The more recent time specification defines this to some extent by referring to "catastrophic phenomenon of nature". I do not believe the snow fall in October meets the intent of this specification.

On a time-money basis, if we assume the grading had to be performed within 80% of the original time and apply the money overrun involved in only grading related items (this includes $12,481 on the embankment excavation EWO), we have a grading-related overrun of 19.3% which translates to 16 days. The fourth of July shut down is valid and justifies 4 days. In addition to these reasons we note that there was a delay in getting the City of Sumpter water lines moved. The Resident Engineer commented for the week of July 7 that the contractor's finishing operations were hampered by this. Some part of the remaining 5 days could be attributed to this reason.

FORM B-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 6, 1967
Salem, Oregon

SUBJECT: Request for Time Extension
McCully-Fort Sumpter
Contract 6888

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

J. N. Purcell Construction Company requests 30 calendar days time extension on this project. Actually the project was completed August 7 with liquidated damages charged for only 25 days and amounting to $2500. The contractor makes a very abbreviated request. He cites three intervals of time allegedly due because of unanticipated unsuitable foundation material plus an additional four days for an order to shut down over the July 4 holiday.

Attached is a progress chart for the project which we have prepared. Bids were opened June 30, 1966. Contract is dated July 15, 1966, and the contractor began work July 28, 1966. Day count started August 5 and the one hundred days allowed would normally have expired November 12, 1966, which was pretty late for oiling. During the week of September 30 the necessity for several thousand yards of embankment foundation excavation became apparent. At that time the grading was 73% complete, base was 34% complete, the total project 48% completed and 60% of the time had elapsed. The embankment foundation excavation was authorized by an extra work order dated October 6, 1966, but the contractor encountered delay in locating a drag line to do the work. There was no hope of completing the project during 1966 with this added work and a "stop work" order was issued October 14.

The Division Office recommends only 13 days extension and 2 of the days they recommend are very questionable. We have never yet used the "Act of God" reason which the specification includes. The more recent time specification defines this to some extent by referring to "catastrophic phenomenon of nature". I do not believe the snow fall in October meets the intent of this specification.

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Another approach to determining the effect of the embankment excavation work on the progress of the project would be from the actual elapsed time standpoint. It was in progress the week of June 12 which would amount to 7 days but we believe some allowance should also be made for time in October, 1966, when they were waiting for a dragline while time was being charged. Little grading progress was made during October. If we allowed all of the 14 days in October up to the date of the shut down order plus the 7 days when work was actually performed in June of 1967 we have 21 days attributable to the embankment foundation. The four days for the July weekend should be added to this for a total of 25 which would eliminate all liquidated damages. Obviously, the unforseen foundation excavation caused a complete re-scheduling of the project and delayed completion. We therefore recommend a 25 calendar day extension. This is a State project. A rough draft letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Staff Assistant

JAB:ss
Enclosure

Section McCULLY FORK - SUMPTER
Highway SUMPTER VALLEY
Contract No. 6888
F.A. Proj. No. State

Grading
~~Contract~~ Completed

~~Engineering Expended~~
Total Project Completed

PER CENT

100
80
60
40
20
0

Aug. | Sept. | Oct. | Nov. | Dec. 1966 | Jan. 1967 | Feb. | Mar. | Apr. | May | June | July

TIME

Grading

Total Project

Necessity for emb. est. became apparent

Work started 11-28-66

Completed 6-7

Diana

FORM S-30 REV 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 23, 1967

SUBJECT: McCully Fork-Sumpter Section
Sumpter Valley Highway

To: Mr. F. D. Morgan
Construction
Salem

We are submitting contractor's request for increase in number of workdays on the McCully Fork-Sumpter Section, Contract #6888.

The contractor is basing his request on the removal of some unstable foundation material, some force account work, and an instruction to restrict activities over the 4th of July holiday.

A review of the resident engineer's weekly reports, as well as his comments on this request, indicate the following:

1. No force account work for removal of unstable materials, Extra Work Order #2, was performed during the period September 29 to October 14, 1966. However, it did snow on October 12 and October 13 making any satisfactory grading operation impractical. Since the snow is not normally anticipated until early November, it could be considered that this was an "Act of God", and it is recommended that two additional calendar days be granted for this period.

2. The major share of the work performed June 12 to June 18, 1967, was on Extra Work Order #3, and no work was performed on this order on June 19. It is recommended that seven additional calendar days be granted for this period.

3. During the period July 21 to July 24, 1967, surfacing and oiling operations and work under Extra Work Order #3 did not delay operations. It is recommended that the time request for this period be denied.

Did contractor mean June 21-24? Reports for that period do not mention EWO though.
J.B.

4. The contractor was instructed to restrict his activities to avoid conflict with the traveling public during the 4th of July weekend, and it is recommended that four days extension be granted for this period. A copy of the letter of instructions is attached.

It is recommended that the additional thirteen calendar days be granted for completion of the contract work.

A. F. Parson
Division Engineer

By Alfred Shirley Jr

Alfred Shirley, Jr.
Asst. Division Engineer

AS:nd
Attach.

RECEIVED
OCT 10 1967
FOR FILING

101-1127
6888

October 10, 1967

Oregon State Highway Commission

Gentlemen:

Please refer to my letter of September 18 concerning a request for extension of time on the McCully Fork-Sumpter Section of the Sumpter Valley Secondary Highway in Baker County, Contract No. 6888 (Jack Purcell Construction Company). In that letter, we recommended a time extension of 25 calendar days. I find that this was in error, and our recommendation should have been for a 27-day extension. This eliminates all liquidated damages.

As stated, the matter will be on the agenda for the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
A. E. Parson

JAB:ss RLP:ms kf

E—220 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 11, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 130 days, within which to complete our Contract No. 6816, without the assessment of liquidated damages. The said contract is described as follows: grading and oiling McCully Fork-Sumpter Sect., Sumpter Valley Hwy, Baker Cty

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Sept.29-Oct.14,1966	unanticipated unsuitable foundation material
June 12-19, 1967	force account for above
July 21-24, 1967	" " " "
July 1-4, 1967	request of St Hwy Dept-La Grande (restriction of activities over holiday)

Respectfully submitted,

J. M. Purcell Construction Co.
Contractor

By R. G. Purcell - Partner

CONSENT OF SURETY

Date August 14, 1967

We, FEDERAL INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: Victor S. Risley
Attorney-in-fact Victor S. Risley

VICTOR S. RISLEY CO. (SEAL)
BY: Victor S. Risley
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6888 Contractor J. H. Purcell Const. Co.

Highway Sumpter Valley

Section McCully Forks-Sumpter

Kind of Work Grading & Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

[redacted]

Recommend 25 additional days be granted for unanticipated embankment foundation excavation work and ordered shut-down over July 4, 1967, holiday weekend.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. [redacted]

Project designation [redacted] State Federal

Date awarded July 15, 1966

Work started July 22, 1966

Per cent completed

No. of Workdays Allowed 100 days Date August 7, 1967

No. of Workdays Used [redacted]

No. of Added Workdays Requested 25 Calendar

State Printing 27020

101-1127

FORM C-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: McCully Fork-Sumpter		WEEK ENDING: Oct. 6, 1967
		SECTION PREFIX: 101-1127
HIGHWAY: Sumpter Valley		COUNTY: Baker
NAME OF JOB: McCully Fork-Sumpter Sec.	KIND OF WORK: Grading & Oiling	
CONTRACTOR: J. M. Purcell Const. Co.	CONTRACT NUMBER: 6888	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 15, 1966	DATE WORK STARTED: July 28, 1966	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 127
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 127
PROJECT AUTHORIZATION: $250,737.90		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $226,737.90	ENGINEERING AUTHORIZATION: $24,000.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $226,932.11	ENGINEERING COST TO DATE: $29,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102
ESTIMATED PERCENT: OVERRUN / UNDERRUN + 2.17 %	PERCENT OF AUTHORIZATION 121 %	DATE PROJECT WAS COMPLETED: August 7, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK) Semi-final submitted 10-5-67

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.57	2.57		2.57	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.57	2.57		2.57	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	110,700	34,850		2700Cy 284T	
TOTAL QUANTITIES CORRECTED TO DATE	129,677.9	33,285		3270Cy 298T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	129,677.9	33,285		3270Cy 298T	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Box Culverts							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast & Showers			
TUESDAY	Overcast			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	Fair			
SATURDAY				

Morgan 1127 Routing
Decker
Bond B
Barbee
Walker
Glenn
Swan
Olds
Morelock
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 9 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project has been completed. Semi-final estimate was submitted to the division office Oct. 5, 1967.

FINAL REPORT

SIGNED L. Blickenstaff LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP**F2T8

Section McCully Fork-Sumpter
Highway Sumpter Valley
Contract No. 6888
F.A. Proj. No. State Oct. 6, 1967

160
140
120
100
80
60
40
20
0

Contract Completed
Engineering Expended

20 40 60 80 100 120 140 160 180

PERCENT

Engr. Authorization increased.

TIME

RECEIVED
SEP 19 1967
FOR FILING

101-1127

6888

September 18, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 2
October 31, 1967 meeting

Gentlemen:

J. N. Purcell Construction Company, contractor on the McCully Fork-Sumpter Section of the Sumpter Valley Secondary Highway in Baker County, Contract No. 6888, has requested an extension of time in the amount of 30 calendar days. Basis of the contractor's request is unanticipated embankment foundation excavation and an ordered "stop work" period over the July 4, 1967 holiday.

This project was contracted July 15, 1966, with 100 calendar days allowed. When the project was about one-half completed, it became apparent that extensive embankment foundation excavation was necessary in order to provide a suitable roadbed through the section adjacent to the McCully Fork Creek. This caused a complete rescheduling of the remaining work on the project and required extra equipment not then available on the project. Since it was impossible to complete all the work, which included oil surface, in the late fall of 1966 a "stop work" order was issued effective October 14 and was not lifted until June 12, 1967. The extra excavation was then performed on a force account basis and the actual time required for this together with the delay it caused the previous fall justifies a three-week extension. Out of concern for the well being of traffic over the July 4 holidny week end, the contractor was instructed to curtail roadway activities July 1 through 4, so an additional four days is justified. These two reasons account for

25 calendar days additional time for which a like extension is recommended. The project was completed August 7 with 25 days liquidated damages assessed amounting to $2500. The recommended extension will therefore eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
A. F. Parson

JAB:ss fn

RECEIVED
AUG 4 1967
FOR FILING

101-1-2.7
6888

August 3, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6888, the McCully Fork-Sumpter grading and oiling project on the Sumpter Valley Highway in Baker County, is anticipated. J. M. Purcell Construction Company of Salem is the contractor.

This is a State project for which the original authorization was $235,218.93. The present anticipated cost is $250,737.90, indicating an overrun of $15,518.97 or 6.6 percent.

The major reason for this overrun was work required to remove poor foundation material which was encountered on the westerly end of the project.

This request for an additional authorization will be presented to you at the August 29 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nn cp

FORM M-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1967

SUBJECT: Overrun of Project Authorization
McCully Fork-Sumpter Section
Sumpter Valley Highway
Contract 6888

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and oiling is under contract to J. M. Purcell Construction Company of Salem.

The original project authorization was $235,218.93. The present anticipated cost is $250,737.90, indicating an overrun of $15,518.97 or 6.6%.

Grading on this contract was not completed in the first construction season and went through an ordered winter shut down. When grading resumed in the spring extensive re-staking was required, adding to the engineering cost. Poor foundation material was encountered on the westerly mile of the project which had to be excavated and wasted. This was done by extra work order and amounted to more than $12,000.00.

It is recommended that the project authorization be increased by $15,518.97.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
JUL 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

101-1127 C

Form E-372 (Rev. 10-65)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project McCully Fork-Sumpter Section — Date July 17, 1967

Highway Sumpter Valley — Contract No. 6888

County Baker — Kind of Work Grading & Oiling — Contractor J. M. Purcell Const. Co.

	Authorized	Estimated	
Contract Amount	$197,783.50	$190,637.99	
Anticipated Items	11,300.00	12,750.00	
Contingency (4½%)	9,408.75	15,350.00	
Engineering	16,726.68	30,000.00	
Credits	0.00	0.00	
PROJECT COST	$235,218.93	$250,737.99	
NET INCREASE $		$15,518.97	6.6%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
C. Bid Item #3 General Excavation	$56,350.00	+ $2,107.00
C. Bid Item #6 Trench Excavation	2,000.00	+ 1,140.00
C. Misc. minor underruns & overruns (algebraic total)		- 2,332.60
A. Misc. minor underruns & overruns (algebraic total)		+ 1,450.00
U. E.C.O. #2 Remove soft spots in subgrade		+ 12,250.00
U. E.C.O. #3 Construct Footbridge		+ 200.00
U. E.C.O. #4 Place boulders for fish resting pools		+ 500.00
U. Allowance for future contingencies		+ 2,000.00

APPROVED BY STATE HIGHWAY COMMISSION
DATE 8-29-67

Principal reasons for overruns (Continue on reverse side): Contractor did not finish grading in first season and heavy winter snow required restaking job in following spring. Low shrinkage factor caused borrowing material to complete fills and soft spots in subgrade required correction on E.C.O. #2.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by F. F. Liebenstaff — Resident Engineer

Noted by Porter A. Bond — for Construction or Bridge Engineer

Confirmed by [illegible] — Division Engineer

Noted by B K Laber — Assistant Deputy or State Highway Engineer

SP*23700-734

RECEIVED
AUG 9 - 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

101-1127
6888

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

J. M. Purcell Construction Company
685 Welcome Way S. E.
Salem, Oregon 97302

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6888, awarded July 15, 1966, for grading and oiling on the McCully Fork-Sumpter Section of the Sumpter Valley Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

jf

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

cc: Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Victor S. Risley Company
Board of Trade Building
Portland 4, Oregon

RECEIVED
AUG 8 - 1966
FO...

COPY FOR MR. Vic Wolfe
From Floyd Query, Secretary

R E S O L U T I O N

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the McCully Fork-Sumpter Section of the Sumpter Valley Highway in Baker County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the McCully Fork-Sumpter Section of the Sumpter Valley Highway, beginning at Highway Engineer's Station 7+00 just west of McCully Fork and extending in a southeasterly direction to Highway Engineer's Station 145+70 at Cracker Creek in the town of Sumpter, together with the map, which for identification purposes bears Survey Approval Map File No. 1R-4-189, and the date of March, 1966, (Right of Way Map No. 8B-35-6), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of a highway with no access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 14th day of July, 1966, as "Survey Resolution No. 314".

July 14, 1966

RECEIVED
AUG 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
Oct 1 - 1966
FOR FILING

101-13
6788

July 15, 1966

J. H. Purcell Construction Company
685 Welcome Way S. E.
Salem, Oregon 97302

Bids June 30

Gentlemen:

The State Highway Commission on July 6, accepted your proposal for grading and oiling on the McCully Fork-Sumpter Section of the Sumpter Valley Highway, northwesterly of Sumpter in Baker County for the sum of $197,783.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6868.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
C. D. Matthis (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

RECEIVED
JUL 19 1966

FORM 8-30 10-66 SP*23401-734

101-1127
6888

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1966

To: MEMO TO FILE

SUBJECT: McCulley Fork-Sumpter Section
Sumpter Valley Highway
Baker County

3 b(2)

On this date, Chairman Jackson approved the survey on the McCully Fork-Sumpter Section of the Sumpter Valley Highway in Baker County and authorized condemnation proceedings on any parcels that are necessary.

The matter will be on the agenda for the July 14 Commission meeting for concurrence.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Floyd Query
F. D. Morgan
D. H. Moehring
C. H. Maison
A. F. Parson

RECEIVED
JUN 22 1966
FOR FILING
Court
RLW
Sumpter Valley Jct

June 21, 1966

OREGON STATE HIGHWAY COMMISSION

Gentlemen:

The survey has been completed on the McCulley Fork-Sumpter Section of the Sumpter Valley Highway in Baker County. A public hearing on this section was not required. The length of the project is 2.63 miles and I am attaching a map for your information.

The estimated costs of this section are $250,000 for construction and $10,000 for right of way, for a total estimated cost of $260,000.

I request your approval of the survey and authority to purchase the necessary rights of way. This project was approved for financing on September 28, 1965, and is listed on our 1966 State Construction Program.

This matter will be on the agenda for your July 14, 1966 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
F. B. Klabco
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
C. H. Maison
A. F. Person

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED REVISED

Page 1 of 1 Pages

Section McCULLY FORK - SUMPTER Highway SUMPTER VALLEY (STATE 410) County BAKER

Res. Engr. L. V. Blickenstaff Approx. Length 2.57 Miles. Sta. 9+60 to Sta. 145+24

Prefix 101-1(11) Date 4-4-66

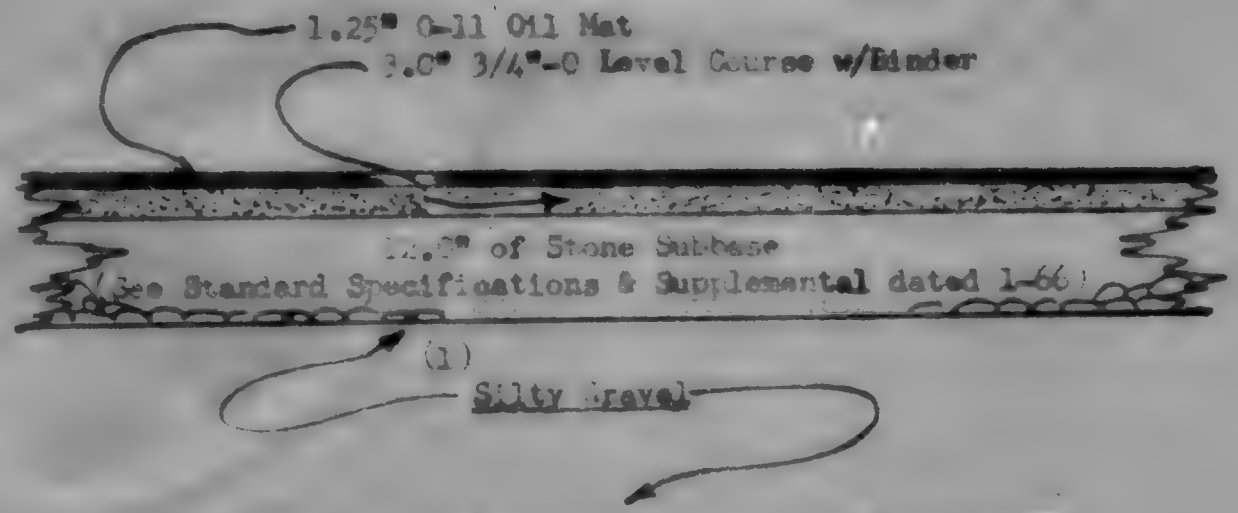
Truck A.D.T. 6 Traffic Coefficient 5.8 18 kip s.a. per day 4.2.

Annual Precipitation 26" (at Granite) Frost Penetration 36".

(1)
Typical Soil
24 LL
0 PI
57 %P 10
22 %P200
43 %Gravel
7 %C Sand
8 %F Sand
17 %Silt
4 %Clay
24 "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.



Values assigned various components of the roadway structure:

1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.7" Crushed Base

	Credit	Actual Thick.	
	1.5	1.25	0-11
	3.0	4.0	Level
	9.0	12.0	Stone Subbase

RECEIVED
APR 12 1966
FOR FILING

NOTED
F. L. KUNZE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by E. J. Engi for
Staff Assistant

Recommended by O. D. Wilson
Engineer of Materials

Recommended by L. V. Blickenstaff
Construction Engineer

Approved by J. B. Kubes
Asst. State Highway Engineer

SECTION. McCULLY FORK - SUMPTER

HIGHWAY SUMPTER VALLEY

COUNTY. BAKER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 80 (Total)

B. Future ADT 112 (Total)

C. Mean ADT 96 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) F 6 x (C) 96 = 6

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 6 x (H) 100 % = 6

TRAFFIC COEFFICIENT = K (T) $^{0.119}$

where K = 4.79

5.8

SECTION: McCULLY FORK - SUMPTER

HIGHWAY: SUMPTER VALLEY

COUNTY: BAKER

PAVEMENT SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Minor importance
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adequate Supply of Local Materials or of Locally Commercially Produced Paving Mixes: Local materials are available to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is in an isolated part of the State with no P.C.C. in the immediate area.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 2 Pages

RECEIVED MAR 31 1966 FOR ENGINEER

Section McCULLY FORK - SUMPTER Highway SUMPTER VALLEY (STATE 410) County BAKER

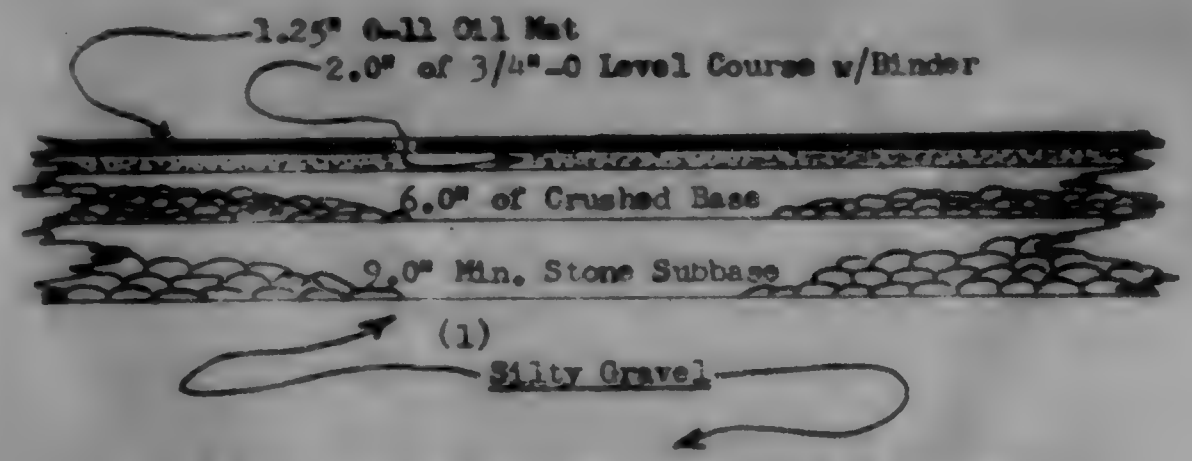
Res. Engr. L. V. Blickenstaff Approx. Length 2.57 Miles. Sta. 9+60 to Sta. 145+80

Truck A.D.T. 6 Traffic Coefficient 5.8 18 kip s.a. per day 4.2.

Annual Precipitation 26"± (Granite) Frost Penetration 36"±.

(1)
Typical Soil

24	LL
0	PI
37	%P 10
22	%P200
63	%Gravel
7	%C Sand
8	%F Sand
17	%Silt
4	%Clay
24	"R" Value



CBR Total Req.	Credit	Actual Thick.	
	1.5	1.25	O-11
	2.0	2.0	Level
	6.0	6.0	Cr. Base
	6.0	9.0	Stone Subbase Minimum
15.5	15.5	18.25	

3-1-66

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.

Values assigned various components of the roadway structure:

1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.7" Crushed Base

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by E. J. Kruger
Staff Assistant

Recommended by
Asst. Engineer of Materials

Recommended by
Asst. Construction Engineer

Approved by
Asst. State Highway Engineer

SECTION. McCULLY FORK - SUMPTER

HIGHWAY. SUMPTER VALLEY

COUNTY. BAKER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT ____80____ (Total)

B. Future ADT ____112____ (Total)

C. Mean ADT ____96____ (Avg.)

D. Design Period ____20____ Years

E. No. of Lanes ____2____

F. Percent Trucks ____12____ (ADT Basis)

G. Trucks (in one direction) F= ____6____ x (C) ____96____ = ____6____

H. % Trucks in Design Lane ____100____ %

I. Trucks in Design Lane (G) ____6____ x (F) ____100____ % = ____6____

TRAFFIC COEFFICIENT - K (I, 0.1)

where K = 4.69

____5.8____

SECTION: McCULLY FORK - SUMPTER

HIGHWAY: SUMPTER VALLEY

COUNTY: BAKER

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Minor importance
10. Stimulation of Competition: See remarks
11. Construction Considerations: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is in an isolated part of the State with no P.C.C. in the immediate area.

RECEIVED
FEB 15 1966
FOR ACTION

Commissioners
P. Pat Mettle, Bend
Chairman
Wayne L. Phillips, Baker
Vice-Chairman
John [illegible], Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Counsel
BLW
Sumpter Valley Inc

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

Routing

February 11, 1966

RECEIVED

State Highway Engineer
State Highway Department
Salem, Oregon 97310

NOTED
F. B. KLABOE

Attention: Mr. F. D. Morgan

Dear Sir:

We wish to refer you to our letter of October 1, 1965, wherein we voiced approval of the proposed construction of "McCully Creek-Sumpter Section, Sumpter Valley Highway, Baker County". At the time the prospectus was reviewed, it was not noticed that the route only "approximates" the existing facility. The word "approximates" was misinterpreted to mean "follows", thus we felt that no encroachment upon the stream was planned.

Since then, our field personnel have advised us that approximately 1.5 miles of channel change are involved in this project. There will be considerable habitat loss as a result of such change.

Although no anadromous fish are presently in this stream, it offers good present and future potential as a trout stream. Your LaGrande office has been advised of our request for establishment of pools in certain areas of the channel change. Our LaGrande regional office has also discussed with your engineers the possibility of streamside habitat improvement which could be accomplished by our habitat crew.

A mutual effort in these respects would preserve fishery values in this stream area, as well as effecting a desirable roadside scenic setting. The area will receive heavy recreational use in the future, when Mason Dam is completed.

Your consideration of our recommendations will be much appreciated. The past cooperation of your LaGrande office personnel has been very welcome in these problems.

RECEIVED
FEB 15 1966
OFFICE OF
STATE HIGHWAY ENG

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Bill Brown

2-14-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
fp

RECEIVED
OCT 4 1965

Commissioners
Wayne E. Phillips, Baker
Chairman
Fallan Fromuth, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Conn
RLH
Sumpter Valley Sc

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

October 1, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have examined the prospectus sent with your letter of September 14, and entitled:

McCully Creek-Sumpter Section, Sumpter Valley Highway, Baker County.

There will be no wildlife protection required as a result of this project, so the project is approved.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

NOTED
F. B. KLABOE

R. O. Koski
Chief of Liberations

ROX:dm

cc: Director, OTC
10-4-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
fp

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1965
COMMISSIONERS

HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUTSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

Cover
RM
Sumpter Valley Hwy

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

September 20, 1965

Routing
Morgan
Baker
Bond
Durbin
Weimer
Olsen
Swan
Roake
Morelock
Trout
Stein
Willis
Litchfield
Olson

RECEIVED
SEP 22 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following titled highway construction projects transmitted to us by your letters dated September 8 and 14, 1965 respectively have been reviewed.

Badger Creek-Hostetler Road Section of FAS 365, Wasco County.

McCully Creek- Sumpter Section, Sumpter Valley Highway, Baker County.

Fish passage must be maintained at the Badger Creek Crossing.

There are no anadromous fish in McCully Creek. Resident trout utilize this stream, thus we recommend you contact the Oregon Game Commission regarding any effects the project may have on this fishery.

Sincerely,

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon Game Commission

9/22/65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
J. F. Putnam (2)
A. F. Parson (2)
fp

RECEIVED
SEP 16 1965
Courts
RW
Sumpter Valley Inc

9-14-65

Prefix No. 101-1411

LOCATION PROSPECTUS
McCULLY CREEK-SUMPTER SECTION
SUMPTER VALLEY HIGHWAY
BAKER COUNTY

HIGHWAY: Sumpter Valley, State Secondary No. 410, not on the Federal-aid system.

TERMINI: The westerly end is at M.P. 0.0, 2.76 miles westerly of Sumpter. The easterly end is at M.P. 2.76 at Cracker Creek in Sumpter.

LENGTH: 2.76 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and oiling with an 0-11 oil mat. The route approximates the existing facility. Reconnaissance is not necessary. Soils investigations will be conducted. No special drainage problems are anticipated. An economic analysis is not needed at this time. Sumpter is an incorporated town having a U. S. post office and a hearing may be needed.

CHARACTERISTICS: Existing ADT 70; projected ADT 100.

STANDARDS: Class "E", maximum grade 6 per cent, curvature 10 degrees. Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders.

BRIDGES: Bridge across McCully Creek, M.P. 0.17, one 19-foot span, 22'7" horizontal clearance.

ACCESS: This will be an unrestricted access facility. No railroad crossings are involved and no special utility problems are anticipated.

BASE DESIGN: The tentative design for construction is:

Wearing Surface	1-1/4" 0-11
Top Course Base	2 " Leveling
Bottom Course Base	15 " Coarse Material
TOTAL DEPTH	18-1/4"

NOTED
FORREST COOPER

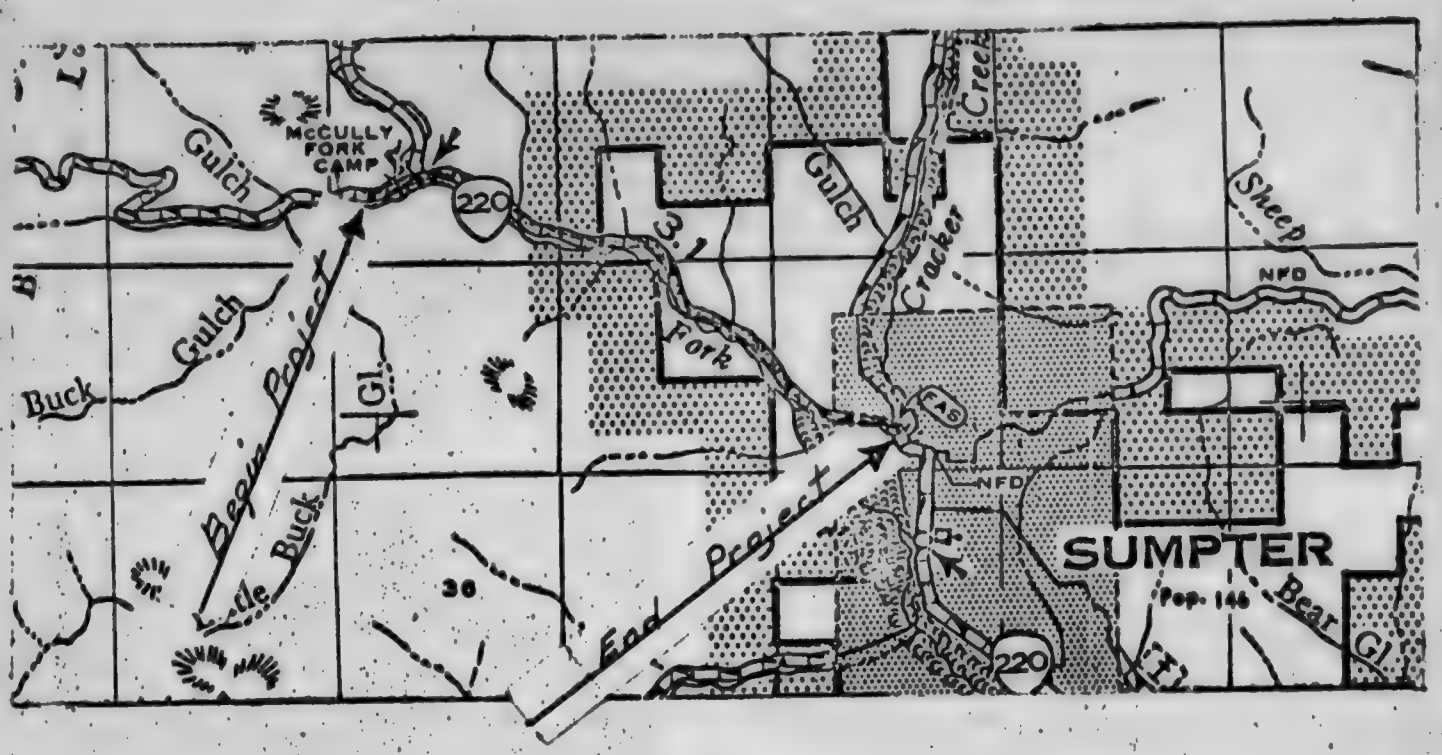
MATERIAL SOURCES: Sources of suitable material will be located during time of survey and referenced to the project.

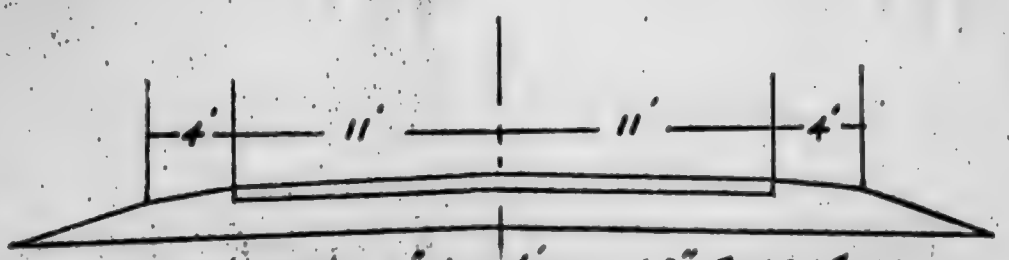
AGREEMENTS: None anticipated with the County. An agreement with the City of Sumpter may be necessary.

PARKS OR REST AREAS: None affected.

September 14, 1965
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Research Division
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
SEP 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER





0-11 Oil Mat - 2" Leveling - 15" Base Crse.

TYPICAL SECTION

PROSPECTUS MAP

McCULLY CREEK - SUMPTER

SUMPTER VALLEY HWY.

BAKER COUNTY

1965

4-1127 Wauna Interchange Sec., Columbia River Hwy. (Grad., pav. & struct.) 1967

#6889 [redacted]

OLA
3103
C4A
1986

RECEIVED
FEB 23 1968
FOR FILE

4-1127
6889

February 21, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A third post-final payment for $1,526.58 will be made to Grimsted and Vanderveldt, Inc., on Contract No. 6889 for grading, paving, and structure on the Wauna Interchange Section of the Columbia River Highway in Clatsop County as soon as the warrant is prepared.

The total amount paid on this contract will be $383,505.28 including the post-final payment. Of the total $6,760.40 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Grimsted and Vanderveldt, Inc.
Route 1, Box 643
Astoria, Oregon 97103

C. H. Maison
Attn: John Herr

RECEIVED
NOV 8 - 1967
FOR FILING
4-1127
6889

November 7, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A second post-final payment for $1,900 will be made to Grimsted and Vanderveldt, Inc., on Contract No. 6889 for grading, paving, and structure on the Wauna Interchange Section of the Columbia River Highway in Clatsop County as soon as the warrant is prepared.

The total amount paid on this contract will be $361,978.70 including the post-final payment. Of the total $5,233.82 is for force account work.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Grimsted and Vanderveldt, Inc.
Route 1, Box 643
Astoria, Oregon 97103

C. H. Maison
Attn: John Herr

RECEIVED
DEC 5 - 1967
FOR FILING
4-1127
6889

November 1, 1967

#8

Grimsted and Vanderveldt, Inc.
Route 1, Box 643
Astoria, Oregon 97103

Gentlemen:

The State Highway Commission at its meeting on October 31 considered your request for an extension of time on Contract No. 6889 on the Wauna Interchange Section of the Columbia River Highway in Clatsop County.

After considering the recommendation of the Engineer and other available information, the Commission increased the calendar days by 19.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
Loren Weber
L. H. Young
F. D. Morgan
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6889 Contractor Grimstad and Vanderveldt, Inc.

Highway Columbia River Highway

Section Wauna Interchange

Kind of Work Grading, Paving, and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

A delay in mailing the Contract, overruns in borrow and general excavation, extra work added to the Contract involving a tremie seal in the structure footing and subgrade repair work justify an increase of 19 calendar days.

Recommended for Approval:

J. B. Boyd asst
Division Engineer

John A. Bond
for Construction Engineer or Bridge Engineer

M. K. Laboe
State Highway Engineer

Contract No. 6889

Project designation 4-1127 (State)
State-Federal

Date awarded July 29, 1966

Work started July 25, 1966

Per cent completed 100% - May 19, 1967
Date

No. of ~~Workdays~~ Calendar Days Allowed 100-145

No. of ~~Workdays~~ Calendar Days Used 119 - 152

No. of Added ~~Workdays~~ Calendar Days Requested 19

~~S-000 (Rev.)—000—10-67~~

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 24 August, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ by ~~xxxxx~~ days to 19 days, within which to complete our Contract No. 6889, without the assessment of liquidated damages. The said contract is described as follows:

Wauna Interchange Section, Columbia River Highway, Clatsop County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to letter attached.

Respectfully submitted,

Grimstad and Vanderveldt, Inc.
Contractor

By Paul C. Vanderveldt

CONSENT OF SURETY

Date 25 August, 19 67

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

E. G. Fearey, Jr. Attorney-in-fact

(SEAL)

Oregon Resident Agent

FORM E-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1967

SUBJECT: Extension of Time
Wauna Interchange
Columbia River Highway
Contract 6889

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

We have received from Grimstad and Vanderveldt, Inc., the attached request for an increase of 19 calendar days. The contractor's request is based on four general and nine specific reasons, which are set forth below, with our recommendations following:

GENERAL

1. A delay between the date bids were received and the contract mailed.

This may not seem reasonable on a calendar day count project since days do not start to accrue until 10 days after the contract is mailed to the contractor, but the specification makes no distinction between "calendar date" and "elapsed day" types of projects. Bids were opened June 30; the contractor started work July 25, 1966, 24 days before the calendar day count started. We believe that an extension in this circumstance is not necessarily automatic in that any valid reason is still limited to its actual effect on the "time necessary for completion of work." In this case we, in effect, substituted November days for July days so some time should be allowed. The twenty days from bid opening ran to July 20. Since the contractor started work July 25, we recommend extension for the difference of 5 calendar days.

2. An unrealistic separate calendar day count for structure and grading.

This reason is not valid. The contractor bid this project with full realization of the requirements imposed by the dual completion date.

3. A delay in opening the interchange by Crown-Zellerbach Corporation.

This reason is not valid since use of the interchange after its completion is not a requirement under the contract.

4. A court order preventing entry onto a private drain field which delayed excavation.

This reason is not valid. It is true that the entry onto a private drain field was restrained by court order, but this restraint occurred prior to the beginning of work day charges and should not have affected the contractor's schedule. This is indirectly related to number 1.

SPECIFIC

1. An overrun on borrow excavation.

See No. 2.

2. An overrun on general excavation.

Borrow and general excavation were done concurrently and any consideration for additional time should be on a combined basis. These two items overran the bid quantities by 11,758.7 cubic yards. The contractor's average rate of production was 2,846 cubic yards per day on 99% of this work. This overrun justifies an extension of 4 work days.

3. Challenge of day count for two days in May.

This concerned calendar days being charged on May 17 and 18, when the contractor claims no work was done on the 17th and only minor clean up and removal of contractor's equipment was done on the 18th. Regardless of how many or how few of the contractor's personnel worked on any given day, this has no bearing on the accrual of calendar days. The project was not completed until May 19, and, therefore, these calendar day charges were valid. No extension is justified.

4. Work added to the contract by Price Agreement and Extra Work Order.

The contractor has requested an extension of 16 calendar days for extra work performed. Extra work on this contract amounted to $12,604.77, excluding items such as flagging and cement adjustment. Specifically, most of the extra work orders and price agreements could not justify any extension. Extra Work Order No. 6, which was to repair subgrade settlement that occurred during the winter, and Extra Work Order No. 3, which concerned placing a tremie seal in the bottom of the footing for bent No. 2 are exceptions. Extra Work Order No. 6 had to be done before surfacing could be placed and required 4 days work. The contractor encountered excessive water in the footing for bent No. 2 and after several attempts to pump the area dry, it was decided to place a tremie seal. This unanticipated work definitely delayed the structure work on 6 days. We believe an extension of 10 work days is justified for extra work.

5. Delay caused by lack of Highway Department personnel.

At no time during the progress of the project did the contractor complain of inadequacy in staking or in a shortage of Highway Department personnel. We do not believe the contractor has shown sufficient evidence to substantiate his claim for a delay. No extension is justified.

6. Delay in subcontractor's manufacture and delivery of structural beams.

This reason is not valid under the project specifications and no extension is recommended.

7. Wildcat strike at Crown-Zellerbach Corporation mill.

This strike involved a period of only 2½ hours and we cannot recommend an extension of time for this reason.

8. Failure to move power pole.

There was a power pole which was not moved during the contract. It was adjacent to a road which leads to a mill. The road could not be closed, so the contractor was relieved of performing the excavation in this area and the work was subsequently done by State forces. No extension is justified.

9. Rain stopped work in April.

Delays caused by rain are not valid reasons for an extension of time under the contract specifications. No extension for this reason is recommended.

This contract had two calendar day counts. The first was for 100 calendar days and involved grading and paving. The second was for 145 calendar days and covered all remaining work.

A stop work order on the first phase was issued on November 4, 1966, and was in effect until April 10, 1967.

A stop work order on the second phase was in effect from December 15, 1966, until April 17, 1967.

The first phase of the project was completed May 18, 1967, at which time 18 liquidated damage days had been charged for the first phase work. The entire project was completed on May 19, 1967, at which time 7 liquidated damage days had been charged on the second phase. (6 of these were concurrent with the 18 calendar days on the first phase work) This is 19 calendar days on which liquidated damages have been withheld and represents $1,900.

The overrun in excavation and the extra work justify an extension of 14 work days which translates to 20 calendar days. The delay in mailing the contract increases this to 25 calendar days. We recommend that the calendar days on both phases be increased by 19. This will eliminate all liquidated damages. A progress chart on the project is attached for your information.

This is a State project and a rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

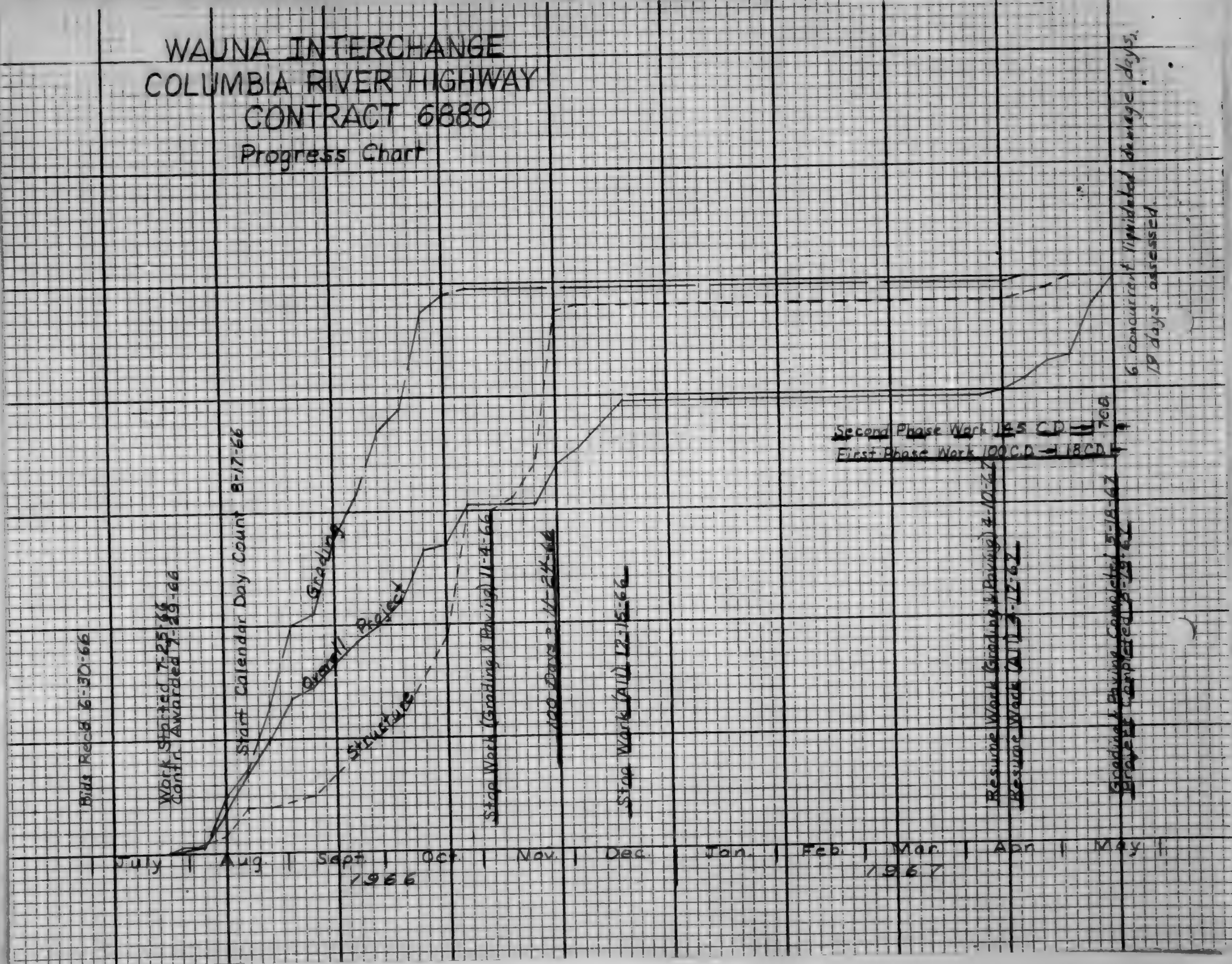
JAB-DES:nn:fr

Attach.

cc: L. H. Young

RECEIVED
OCT 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

WAUNA INTERCHANGE
COLUMBIA RIVER HIGHWAY
CONTRACT 6889
Progress Chart



RECEIVED
OCT 18 1967

4-1127
6889

October 13, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 8
October 31, 1967 meeting

Gentlemen:

Grimsted and Vanderveldt, Inc., contractor on the Wauna Interchange Section of the Columbia River Highway in Clatsop County, Contract No. 6869, has requested an increase of 19 calendar days. The contractor's request includes the following reasons: a delay in mailing the contract, an overrun in borrow and general excavation, and work added to the contract by Price Agreement and Extra Work Orders.

Because of a right-of-way problem, the contract was not mailed within the 20 days allowed by the specifications. We believe an extension for the time between the 20 days following bid opening and the date the contractor actually started work is justified. The contractor started work 25 days after the bids were received; therefore, an extension of five calendar days is justified.

The excavation overran the bid quantities by nearly 12,000 yards. The contractor's average rate of production was almost 3,000 cubic yards per day through the majority of this work. The overrun justifies an extension of four workdays.

Two extra work orders definitely delayed the contractor's progress. One required that the contractor repair settlement of the subgrade that occurred during the winter. This work had to be done before surfacing material could be placed and required four workdays. The other Extra Work Order

covered placing a seal in the bottom of one of the footings for the structure. This was required when excessive water in the footing area was encountered. This method of constructing the footing was entirely unanticipated and delayed the structure work six workdays. An extension of 10 workdays for these two work orders is justified.

The excavation overrun and extra work justify a total of 14 workdays, which is equivalent to 20 calendar days. With the delay in mailing the contract, the total number of workdays which can be justified is 25 calendar days. The contract was completed on May 19, 1967, at which time 19 calendar days in excess of those allowed had been charged. I recommend that the calendar days be increased by 19. This will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

JAB:ss fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6889 Contractor Grimstad and Vanderveldt, Inc.

Highway Columbia River Highway

Section Wauna Interchange

Kind of Work Grading, Paving, and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

A delay in mailing the Contract, overruns in borrow and general excavation, extra work added to the Contract involving a trestle seal in the structure footing and subgrade repair work justify an increase of 19 calendar days.

Recommended for Approval:

J. B. Boyd asst
Division Engineer

Construction Engineer or
Bridge Engineer

State Highway Engineer

Contract No. 6889

Project designation 4-1127 (State)
State-Federal

Date awarded July 29, 1966

Work started July 25, 1966

Per cent completed 100% - May 19, 1967
Date

No. of [redacted] Allowed Calendar Days 100 145

No. of [redacted] Used Calendar Days 119 - 152

No. of Added [redacted] Requested Calendar Days 19

E—200 (Rev.)—Dec.—10-61

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 24 August, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ by ..... ~~XXXXX~~ days to 19 days, within which to complete our Contract No. 6889, without the assessment of liquidated damages. The said contract is described as follows:

Wauna Interchange Section, Columbia River Highway, Clatsop County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to letter attached.

Respectfully submitted,

Grimstad and Vanderveldt, Inc.
Contractor

By Paul C. Vanderveldt

CONSENT OF SURETY

Date 25 August, 1967

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

E. G. Fearey, Jr. Attorney-in-fact

(SEAL)

Oregon Resident Agt

24 August 1967

Oregon State Highway Commission
Salem, Oregon

Re: Wauna Interchange Section, Columbia River Highway, Clatsop County, Contract No. 6889, CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS (supporting Form E-320 attached)

Gentlemen:

General and specific reasons justifying more than the 19 calendar days requested are respectfully submitted as follows:

A. General

1. A 16 day lapse between 20th day following bid opening and mailing of contract delayed full mobilization and extended the work year into hampering fall weather (our letter of 15 August 1966).

2. The separate calendar day count for structure and for grading proved unrealistic since completion of grading (paving, specifically, among others) was incumbent upon completion of structure.

3. In the end, Crown Zellerbach Corp. would not open use of the interchange until 1 June although the project was completed 16 May. Had it been opened upon completion we would have made extension request based on allowing termination of calendar day count for grading to coincide with that for structure. A safe and orderly severence of traffic could not have been effected until traffic could have been routed over the structure.

4. A court order was served restraining entry onto Hazapis drain field and therefore hampering large portions of excavation and movement of borrow.

B. Specific

1. Overrun on Borrow of 8,437 cubic yards resulted in extra search for material and extra clearing.

2. Overrun on Excavation of 3,321 cubic yards resulted in extra time lost.

3. Challenge of day count for 17 and 18 May 1967: No work was done on the 17th., and one man only worked on the 18th tidying up and removing contractor's equipment.

4. Price Agreements and Extra Work Orders:

a. PA No. 2 and 3: An additional culvert pipe under pavement. Claim 1 day.

b. PA No. 5: An additional culvert pipe late in job necessitating special deployment of men, equipment, and materials. Claim 1 day.

c. EWO No. 2: Relocate Hazapis drain field. Claim 1 day.

d. EWO No. 3: Pour Tremie Seal in footing, extending structure day count and therefore, by reason of paragraph A.2 and 3 above, extending grading day count. Claim 2 days.

e. EWO No. 4: Removal of Surcharge Fill (plus the placing of surcharge fill which was paid as borrow). Claim 5 days.

f. EWO No. 6: Repair Sag areas. Claim 4 days.
g. Remove Soft Spots. Claim 2 days.

Total specific days claimed are 16 which equal 3 1/5 regular work weeks, therefore add another 6 days plus for weekends.

5. 20 October 1966. Have to cease hauling as not enough OSH personnel to stake.

6. 5 October 1966. Subcontractor, Ross Bros., documents failure of supplier to be able to make and deliver beams on time.

7. Crown Zellerbach mill has wild cat strike at entrance of interchange on two days, delaying all operations.

8. Pacific Power & Light Company do not move critical power pole during entire duration of job.

9. 22 and 23 April 1967 rains stop work shortly after spring commence order.

Respectfully submitted,

GRIMSTAD AND VANDERVELDT, INC.

Paul C. Vanderveldt

Paul C. Vanderveldt

RECEIVED
SEP 1 - 1967
FOR FILING

4-1127

6889

September 1, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $1,621.75 will be made to Grimsted & Vanderveldt, Inc., on Contract No. 6889 for grading, paving and structure on the Wauna Interchange Section of the Columbia River Highway in Clatsop County, as soon as the warrant is prepared.

The total amount paid on this contract will be $380,078.70, including the post-final payment. Of the total, $5,233.82 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Grimsted & Vanderveldt, Inc.
Route 1, Box 643
Astoria, Oregon 97103

bc C. H. Maison
Attn: John Herr

RECEIVED
AUG 4 1967
FOR FILING

4-1127

6889

August 3, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington

Gentlemen:

Contract No. 6889 awarded to Grimstad & Vanderveldt, Inc., for grading, paving and structure on the Wauna Interchange Section of the Columbia River Highway in Clatsop County was completed on May 19, 1967, and accepted by the Highway Commission on August 2, 1967.

Final payment in the amount of $18,148.50 will be released to the contractor after August 10, 1967. The total contract amount is $378,456.95 including $3,632.69 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Grimstad & Vanderveldt, Inc.
Rt. 1, Box 643
Astoria, Oregon 97103

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 3 1967
FOR FHWA

4-1127

6999

August 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 19, 1967, on Contract No. 6889. The contract was with Grimstad and Vanderveldt, Inc., and was for grading, paving and a structure on the Nuwa Interchange Section of the Columbia River Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 2, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

SRB:cp

RECEIVED
JUN 26 1967
FOR FILING

4-1127

6889

June 23, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6889, the Wauna Interchange grading, paving, and structure project on the Columbia River Highway in Clatsop County is anticipated. Grimstad and Vanderveldt of Astoria is the contractor. This is a state project for which the original authorization was $422,938.68. The present anticipated cost is $450,485.00, indicating an overrun of $27,546.32 or 6.5 percent.

The major overruns occurred in the special borrow excavation and asphaltic concrete items needed to correct embankment subsidence and localized settlement of existing pavement. Additional engineering expense also occurred in checking an inefficient crushing operation, and because of the relatively short length of the project and the need for restaking after a seasonal winter shutdown.

This request for an additional authorization will be presented to you at the July 24 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F..D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

JAB:ss jw

FORM E-20 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1967

SUBJECT: Overrun of Project Authorization
Wauna Interchange Section
Columbia River Highway
Contract 6889

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a report on an expected overrun of project authorization on the subject contract. This project for grading, paving and structure is under contract to Grimstad & Vanderveldt of Astoria. The original project authorization was $422,938.68. The present anticipated cost is $450,485.12, indicating an overrun of $27,546.44 or 6.5%.

The major reason for this overrun is due to an overrun in the engineering costs. Additional engineering beyond what might have been originally anticipated involved extra inspection of an inefficient crushing operation, additional personnel required for structure work, and the short length of the project with no other work in the vicinity. The project was contracted in late July of 1966 and carried over into 1967 with a seasonal winter shut down on the grading for several months.

Crushing of base and leveling material started August 1, 1966, and was not completed until February 11, 1967. During this six months period there were 40 days when the crusher was either broken down or attempting to meet specifications. These intermittent delays increased inspection time. There were 308 tests taken of this material, although the total quantity was only 18,300 tons. This added additional lab charges and inspection costs.

Also, there was an overrun in the special borrow excavation and asphaltic concrete. Embankment subsidence which had not been anticipated caused the overrun in the special borrow material in addition to a surcharge which was required on the "B" line. The overrun of asphaltic concrete was necessary to correct localized settlement in the existing pavement. These two overruns amounted to more than $13,000.

It is recommended that the project authorization be increased by $27,546.44. A rough draft letter to the Highway Commission is attached.

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
JUN 21 1967
STATE HIGHWAY ENGINEER

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wauna Interchange		WEEK ENDING: June 3, 1967
		SECTION PREFIX: 4-1127
HIGHWAY: Columbia River		COUNTY: Clatsop
NAME OF JOB: Wauna Interchange	KIND OF WORK: Grading, Structure and Paving	
CONTRACTOR: Grimstead & Vanderveldt Inc.	CONTRACT NUMBER: 6889	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 29, 1967	DATE WORK STARTED: July 25, 1967	ESTIMATED COMPLETION DATE: May 19, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 100-145	WORK DAYS USED CALENDAR DAYS USED 118-152
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 118-105
PROJECT AUTHORIZATION: $ 422 938.68	ENGINEERING AUTHORIZATION $ 30 075.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 392 863.04		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 393 690.00	ENGINEERING COST TO DATE $ 54 000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 106
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 6.1 %	PERCENT OF AUTHORIZATION 180 %	DATE PROJECT WAS COMPLETED: May 19, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	1000	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.5	0.5			0.5
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.5	0.5			0.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)	175 000 C.yd	19,000 ton			2 570 ton
TOTAL QUANTITIES CORRECTED TO DATE	187 000 yds	18 300 "			3 400 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	187 000 "	18 300 "			3 400 "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Job completed May 1967				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9598							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Job Completed
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel worked all week on th Semi-Final Estimate. Completing same on Friday.

It will be brought to Division Office on Monday morning.

This is the final Weekly Report.

SIGNED Leon Webb LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Vancua Interchange Date May. 23, 1967

Highway Columbia River Contract No. 6889

County Clatsop Kind of Work Grading, Paving & Stru Contractor Grimsted & Vanderzwaldt

	Authorized	Estimated
Contract Amount	362,445.50	367,215.31
Anticipated Items	13,500.00	11,744.57
Contingency (4½%)	16,917.54	16,525.24
Engineering	30,075.64	55,000.00
Credits	0	0
PROJECT COST	422,938.68	450,485.12

NET INCREASE $ 27,546.44 or 6.5%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 7-24-67

		Expected Amount	Net Change
C	Special borrow excavation	$ 97,113.63	$ + 4,893.63
C	Class B asphaltic concrete	34,844.47	+ 8,501.97
A	Engineering	55,000.00	+ 24,924.36
U	P. A. #1 Pipe bedding	+ 8,955.69	
U	P. A. #2 Extra pipe under pavement	148.50	
U	P. A. #3 24" culvert pipe	280.00	
U	E.W.O. #2 Relocate Hazapis drain feild	104.21	
U	E.W.O. #3 Tremie seal concrete	947.21	
U	E.W.O. #4 Remove surcharge fill	876.63	
U	E.W.O. #5 Reinstall 48" culvert end section	138.00	
U	E.W.O. #6 Repair winter sags in grade	1,100.00	
U	S.W.O. #2 Remove Hazapis sign	150.00	
U	Subgrade repair anticipated	1200.00	
U	S.F.O. #5 Ditches left by contractor	+ 2,625.00	

Principal reasons for overruns (Continue on reverse side): The special borrow overran due to the subsidence of the fill more than anticapated, also we placed a some surcharge on the B line fill and shoved it aside. The class B asphaltic concrete came mostly as a result of the additional amounts used in the repair of grade sags in the existing pavement. The engineering

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Loren Allbee
Resident Engineer

Noted by
for Construction or Bridge Engineer

Confirmed by R.D. Thwing
Division Engineer

Noted by
Assistant Deputy or State Highway Engineer

SP*23708-734

is a composite of many things, including the extra time due to the winter layover, the extremely inefficient operation of the rock crusher, the addition of manpower for the Structure the lab charges, and the fact that a job of this type requires personnel to keep stakes ahead which if it were part of a larger project could be done at odd times and the remainder of the day could be spent elsewhere.

RECEIVED
MAY 9 - 1967

~~Fred W. Hill, Member~~
Helix 4-1127

6189

May 8, 1967

The Honorable Wayne Turner
State Representative
House of Representatives
State Capitol
Salem, Oregon 97310

Dear Mr. Turner:

This is in reference to our telephone conversation on May 4 relative to the Wauna Interchange on the Columbia River Highway which is now under construction.

The Highway Commission approved this project to alleviate a dangerous situation caused by the ingress and egress of Crown Zellerbach employees. The condition that develops when heavy concentrations of traffic attempt to enter the highway is one of considerable hazard and, in order that highway traffic may flow freely and safely, an interchange is the only answer.

The contract was awarded to Grimstad & Vanderveldt, Inc. in July 1966, and the final total cost is estimated at $440,000. The work is about 79 percent completed at this time.

As Crown Zellerbach plans in the future to cross over the highway at this point with heavy vehicles, the corporation contributed $32,500 toward the cost of the structure to provide extra heavy construction. The agreement also calls for Crown Zellerbach to pay the cost of adding thickness to the overcrossing approach ramps if and when it is intended to use them with loads higher than legal standards.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell

RLP:ms jw

RECEIVED
JAN 30 1967
FOR FILING

FORM E-30 8M 10-65 SR 23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1967

4-1127
6889

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: Pux 608 - To cross U. S. Hwy. No. 30
Crown Zellerbach Corporation
Clatsop County

Building

NOTED
R. L PORTER

Herewith I hand you a copy of Order No. 43289, issued by the Public Utility Commissioner under date of January 18, 1967, relative to the above-titled matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
R. D. Asburry (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
Harold Reynoldson (1)

RECEIVED
JAN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Order #43289

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

FHX 87

In the matter of the Application of CROWN ZELLERBACH CORPORATION for authority to cross U. S. Highway No. 30 at a point approximately twenty-two miles east of Astoria via travel on the overpass and traffic interchange to be constructed by the State Highway Department at the Wauna Millsite.	)	ORDER

The above-entitled matter was duly heard on October 24, 1966, at Salem, Oregon, before David E. Bourassa, Examiner for the Commissioner. The following appearances are of record herein:

For Applicant:

Paul R. Vergets, Attorney
Portland, Oregon
In behalf of Crown Zellerbach Corporation

For Respondent:

Jack L. Sollis
Assistant Attorney General
Of Counsel for the State
Highway Commission
Salem, Oregon
In behalf of the Oregon State
Highway Commission

For the Commissioner:

Clarence L. Gilmer, Rate Analyst
Salem, Oregon
In behalf of the Public
Utility Commissioner

On July 13, 1966, Crown Zellerbach Corporation, hereinafter referred to as Applicant, filed an Application with the Commissioner pursuant to the provisions of ORS Chapter 374 requesting authority to cross over U. S. Highway No. 30 at a point approximately 22 miles east of Astoria via travel on the overpass and traffic interchange being constructed by the State Highway Commission at Applicant's pulp mill site at Wauna.

Attached to and made a part of the Application is an Oregon State Highway Department plat showing plans (Exhibits "A", "B" and "C"), general design and location of the proposed overpass interchange structure entitled "Wauna Interchange Section, Columbia River Highway, Clatsop County" and dated June 30, 1966. Also attached to and made a part of the Application is a copy of a written agreement hereinafter referred to as "Contract" between the Oregon State Highway Commission and the Applicant.

The Contract, among other things, provides that the Oregon State Highway Commission cooperate with the Applicant in securing the authority requested in the subject proceeding and gives to the Applicant the right to use the proposed overcrossing structure subject to certain limitations more specifically set forth in said Contract approved June 2, 1966, and entered in Volume 51 of the Minute Book of the Oregon State Highway Commission.

On July 18, 1966, notice of the filing of the Application was duly served upon the Oregon State Highway Commission and upon the County Court of Clatsop County.

On July 25, 1966, Clatsop County issued a letter to the Commissioner stating that the Board of County Commissioners of Clatsop County has no objection to the granting of the authority requested herein.

On August 9, 1966, the State of Oregon by and through its State Highway Commission filed its Answer with the Commissioner making no objection to the granting of the authority requested.

The matter was thereafter set down for hearing and on October 3, 1966, notice thereof was duly served upon all parties of record.

At the hearing Applicant moved to amend its pleading to conform to the proof. No objection was made and the motion was granted.

Evidence was adduced on behalf of the Applicant, the Oregon State Highway Commission and the Public Utility Commissioner of Oregon. The hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The Oregon State Highway Commission is building a traffic interchange and overcrossing structure on USHR #30 at Wauna. The overcrossing structure is designed to accommodate Applicant's oversize, overweight, overlength log trucks not permitted to use the highways of the state of Oregon.

Applicant is a Nevada corporation licensed and authorized to do business in the state of Oregon. Logging operations affecting the Application herein are to be conducted by the Applicant on Applicant's Clatsop Tree Farm and other timber holdings in Oregon. Logging will be on a sustained yield basis with logs being transported to Applicant's mill at Wauna north of and adjacent to U. S. Highway No. 30. In order to perform this transportation movement it will be necessary for the Applicant to build a private forest road to be used by its off-highway logging trucks. It will also be necessary to cross said Highway No. 30 by means of the said new overcrossing structure.

Applicant's private forest road will connect directly to the overpass and traffic interchange north of U. S. Highway No. 30. The log trucks using the private road travelling upon said overpass will have a maximum length of 160 feet, maximum width of ten feet, maximum height 17 feet and maximum weight of 407,000 pounds. The maximum gross axle weight will be 33,000 pounds. The normal hauling will be a five-day week Monday through Friday from 6:30 A.M. to 5:00 P.M., with possibly some movements on Saturdays, twelve months per year.

The annual average daily traffic of Applicant's vehicles on the private road and using the overcrossing will be approximately 200 vehicles per day consisting of 30 loaded trucks, 30 log truck trains, 30 empty trucks and 30 empty log truck trains and 40 light vehicles.

The overcrossing structure will be built in accordance with the plans and specifications submitted with the Application (Exhibits "A", "B" and "C") and by this reference made a part hereof. These plans conform to engineering standards which allow the Applicant to utilize the overcrossing for vehicles not to exceed 10 feet in width, 407,000 pounds in weight and 130 feet, 6 inches in length and the total over-all length of vehicles and load not to exceed 160 feet. A contract between the Applicant and the Oregon State Highway Commission submitted with the Application, and by this reference is made a part hereof, sets forth the details of construction and the manner of payment of construction and maintenance. The above-described Exhibits "A", "B" and "C", together with the said Contract, were entered in the record by agreement of all parties as part of the Application. The provisions thereof are reasonable and adequate to insure the safety of the travelling public.

Applicant's use of the proposed highway overcrossing structure will not exceed the 1,200 foot limitation imposed by ORS 374.265. The Applicant is not herein deemed to be using the public highway.

Applicant also requests authority to cross a public roadway which it alleges "on information and belief" will be located adjacent to the proposed interchange. It is admitted that the public road in question, while once in existance, has been abandoned and vacated and does not presently exist in fact. The applicable statutes make no provision whereby the Commissioner can authorize Petitioner's overdimension vehicles to cross a nonexisting public roadway. The request for such authority cannot be entertained. Under the circumstances this portion of the Application will not be considered herein.

From the foregoing it is concluded that the portion of the Application of Crown Zellerbach Corporation requesting authority to cross over U. S. Highway No. 30 at Wauna in Clatsop County, Oregon, is necessary for the use of Applicant's off-highway trucks and that the overcrossing structure will afford proper and adequate protection of the travelling public. It is further concluded that the amended Application should be granted in part subject to the terms and conditions hereinafter set forth; it is therefore

ORDERED that the amended Application of Crown Zellerbach Corporation for authority to cross U. S. Highway No. 30 at a point approximately 22 miles east of Astoria via travel on the overpass and traffic interchange to be constructed by the State Highway Commission at Wauna be and the same hereby is granted and in all other respects be and the same hereby is denied; and it is further

ORDERED that

1. The proposed overcrossing shall be constructed in a good and workmanlike manner and in conformity as to location, elevation and angle of crossing with Vicinity Map and Profile Maps entitled "Wauna Interchange Section, Columbia River Highway, Clatsop County" dated June 30, 1966, submitted with the Application and by this reference made a part hereof; and further in conformity with the "Contract" between the Applicant and the Oregon State Highway Commission, dated June 2, 1966, and entered in Volume 51 of Minute Book of the Oregon State Highway Commission.

2. That Crown Zellerbach Corporation shall keep on file with the Commissioner public liability insurance in the amounts of $250,000 each person and $500,000 each occurrence; personal property damage insurance in the amount of $50,000 and insurance covering damage to the structure and/or its approaches in the amount of $300,000; and it is further

ORDERED that the provisions of this Order shall be binding upon Crown Zellerbach Corporation and its officers and shall be in full force and effect upon the payment of $76.30 to the Public Utility Commissioner of Oregon to cover costs of investigation and hearing as provided by ORS 374.220.

Made and entered this 18th day of Jan, 1967.

Public Utility Commissioner

(SEAL)

4-1127

RECEIVED
OCT 28 1966
FORM E-30X—50M—2-66 SP 23500-734

4-1127
6889

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

October 27, 1966

To: Mr. Loren A. Weber
Resident Engineer
P. O. Box 804
Astoria 97103

SUBJECT: Wauna Interchange
Columbia River Highway
Contract 6889

The 100 calendar days allowed for completion of the grading and paving work on the subject project will elapse about Thanksgiving time, which is a very poor season of the year for placing binder or paving.

In the interest of securing a satisfactory project, the contractor should be allowed to continue as he presently is in finishing the subgrade, which is all of rocky material, and placing of the base, at which time you should issue a shutdown order to cover this phase of the project. The shutdown order should not cover the structure which can be worked on between showers with satisfactory results at that season of the year.

Please discuss this with your contractor and when you do issue the shutdown order, give copies to the Construction, Bridge, Office and Division offices.

R. D. ASBURRY,
Division Engineer

NOTED
F B KLABOE

By ORIGINAL SIGNED BY
GERALD WIMER

GERALD WIMER,
Assistant Division Engineer

GWinn
cc: F. B. Klaboe
F. D. Morgan
L. H. Young
A. A. Rear

RECEIVED
OCT 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1966
FOR FILING

4-1127 8/30/66

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON.

No. FHX-86 & FHX-87

6187

Chief Counsel
Highway Commission
Highway Building
To— Salem, Oregon

NOTED
JACK L. SOLLIS

RECEIVED
AUG 29 1966
LEGAL & RIGHT OF WAY

In the Matter of the Application of CROWN ZELLERBACH CORPORATION for authority to construct an overpass on a private forest road which will cross over Oregon State Highway 202 at a point approximately 20.34 miles east of Astoria and 87 feet north of SHRW 6/17 P.C.

FHX-86

In the Matter of the Application of CROWN ZELLERBACH CORPORATION for authority to cross U. S. Highway 30 at a point approximately 22 miles east of Astoria via travel on the overpass and traffic interchange to be constructed by the State Highway Department at the Wauna millsite.

NOTICE OF ~~HEARING~~ INVESTIGATION

FHX-87

The above entitled matter has been assigned for ~~hearing~~ investigation

At: Crossing Sites

On: Wednesday, August 31, 1966 ; at the hour of 11:00 A.M. beginning at Crossing FHX-86, thence to FHX-87.

Please acknowledge receipt of this notice on the enclosed form and mail to the Public Utility Commissioner, Salem, Oregon 97310.

NOTED
R. L. PORTER

PUBLIC UTILITY COMMISSIONER
OF OREGON

Mailed at Salem, Oregon 97310
August 26, 1966.
R & T

Form PUC 16-115J
SP*1804-800

RECEIVED
AUG 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
Roseburg
KENNETH H. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

4-1,27
6817

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

August 26, 1966

Grimsted & Vanderveldt, Inc.
Route 1, Box 643
Astoria, Oregon 97103

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6817 for grading, paving, and structure on the Nehalem Interchange of the Columbia River Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc: United Pacific Insurance Company
Portland Branch Office

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

FORM E-1208 80M 4-62

RECEIVED
AUG 10 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

4-1127

1199

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 8, 1966

Mr. Janal C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon

NOTED
R. L. PORTER

Re: Pux 608; FHX-87
Crown Zellerbach Corporation
Clatsop County

Dear Sir:

In accordance with your notice of July 18, 1966, I am enclosing herewith an original and 4 copies of Answer of the State Highway Commission in the above-entitled matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

by
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
R. D. Asburry
T. W. Litchfield

RECEIVED
AUG 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of Crown Zellerbach Corporation for authority to cross U. S. Highway 30 at a point approximately 22 miles east of Astoria via travel on the overpass and traffic interchange to be constructed by the State Highway Department at the Wauna millsite.	Pux 608 No. FHX-87 ANSWER OF OREGON STATE HIGHWAY COMMISSION

Comes now the State of Oregon, by and through its State Highway Commission, Respondent, and for its answer to the application in the above entitled cause and matter respectfully represents:

I

That the public way involved is under the jurisdiction of the State Highway Commission.

II

That no objection is made to the issuance of such order or orders as may be just and proper, with the proviso that the order or orders require the Applicant to provide insurance as set out in paragraph VI of the Agreement between Applicant and the State Highway Commission.

Dated at Salem, Oregon, this 3rd day of August, 1966.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By _____
JACK L. SOLLIS-Utilities & Railroad
Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Answer is true as I verily believe.

_____
IVAN D. MERCHANT

Subscribed and sworn to before me this 3rd day of August, 1966.

_____
JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Answer and the whole thereof.

_____
JACK L. SOLLIS-Utilities & Railroad
Attorney

RECEIVED
OCT 4 - 1966
FOR FILING

4-1127

6849

July 29, 1966

Grinstad and Vanderveldt, Inc.
Route 1, Box 643
Astoria, Oregon 97103

Bid June 30

Gentlemen:

The State Highway Commission on July 6, 1966, accepted your proposal for grading, paving, and structure on the Seaside Interchange Section of the Columbia River Highway in Clatsop County for the sum of $361,445.90 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6849.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Young, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
JUN 28 1966
FOR FILING

4-1127
C889

Salem, Oregon
June 22, 1966

6-23-66

Mr. E. D. Morgan
Construction Engineer
BUILDING

Wauna Overpass Agreement

7204
6-2-66

MISC. CONTRACTS and
AGREEMENTS No. 3103

We are attaching for your records a copy of an agreement with Crown Zellerbach Corporation concerning the use of the Wauna Interchange section of the Columbia River Highway.

A fully executed copy has been retained for the Commission's files.

Secretary

bb
Attachment

cc: R. D. Saburry
C. H. Matson

6-2

RECEIVED
JUN 28 1966
FOR FILING

4-1127

6889

MISC. CONTRACTS and AGREEMENTS No. 1986

June 8, 1966

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon

Agenda Item
4 g
6-2-66

Gentlemen:

We are enclosing for your records a fully executed copy of a Supplemental Throughway Agreement pertaining to Wauna-Westport Section (Wauna Interchange) of the Columbia River Highway.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
MAY 27 1966
FOR FILING
4-1127
C-87

Salem, Oregon
May 27, 1966

Wauna Interchange Section
Right of Way Prefix

D. H. Hoehring
Right of Way Engineer

OFFICE

State funds will be used for the purchase of right of way for the Wauna Interchange Section on the Columbia River Highway in Clatsop County. You have estimated the cost to be $35,600.

You should use prefix 4-2003.

L. H. Young
Office Engineer

JAH:lt
cc: C. L. Laux

RECEIVED
MAY 31 1966
FOR FILING

4-1127

6X27

May 27, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the June 2 meeting will be a supplemental throughway agreement with the Clatsop County Board of Commissioners pertaining to the Warrenton-Westport Section (Warren Interchange) of the Columbia River Highway in Clatsop County.

The agreement provides for construction and maintenance of the project by the State within the access control limits of the project. It also provides for reconstruction of existing local roads in the interchange vicinity, and the County will assume maintenance responsibility of same southerly of the throughway upon completion of the project.

Further provisions are made for relocation of utilities, road closures, future connection (by others) northerly of the throughway, et cetera.

Bids on the project are pending a future letting and construction is estimated to cost approximately $375,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. H. Young
C. H. Maison
D. H. Mochring
R. D. Asburry

DNH:nr bg

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MAY 9 1966

FOR FILING
1-1127

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1966

SUBJECT: Wauna Interchange Section
Columbia River Highway

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

Building

NOTED
F. B. KLABOE

Wednesday, May 4, the Wauna Overcrossing agreement with Crown Zellerbach Corporation was reviewed with Mr. A. Opedahl, Chief Logging Engineer, and Mr. Paul Verget, Attorney for Crown Zellerbach Corporation. They indicated that they wanted to use three trailers instead of two with a total length of 160 feet and a width of 10 feet, with a gross weight somewhere in the neighborhood of 350,000 pounds.

It was determined that we could not legally issue a permit for such a combination.

We then contacted Mr. Clarence Gilmer with PUC and he advised us that PUC would accept an application for the construction of the structure and the crossing of it by vehicles of the above size and weight and that Crown Zellerbach would be the proper party to initiate the PUC application. For them to do this we would probably have to supply them with exhibits in the way of plans for the structure and plans for the approach on the northerly and southerly sides of the structure where the logging trucks would be approaching the structure.

The PUC also stated that they would require 16-foot wide lanes on the northerly and southerly approaches to the structure and it would appear also that the construction of these approaches would have to be beefed up to support the excess weight that will be going over them. It appears that Crown Zellerbach has not made a decision as to whether to use 2 or 3 trailers and will not do so until such time as the highway department has advised them what the cost will be for the extra strength of the structure and the extra strength and width of the approaches.

Crown Zellerbach also asked that we prepare a draft of the agreement with them to the effect that they will contribute whatever

NOTED
TOM EDWARDS

amount we agree upon to be the cost of the above construction and also that we will cooperate with them in obtaining a PUC Order relative to this project.

Crown Zellerbach agreed that they would make any arrangements necessary with the county regarding this project that would fall outside of the PUC Order.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: G. E. Rohde
Ivan Merchant
L. L. Wallace
F. D. Morgan
H. S. Cox

RECEIVED
MAY 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1966
FILING
41 - 1127
6849

Salem, Oregon 97310
April 29, 1966

Wauna Interchange, Lower
Columbia River Highway

Mr. Ivan Merchant
Bridge Engineer
BUILDING

I received word today from Mr. John Fulton of the Crown Zellerbach Company that this organization desired us to design the structure to handle heavy off-highway loads.

A schematic drawing of these proposed loads was forwarded to you recently and from it you determined that the additional costs would amount to approximately $30,000. Mr. Fulton's company will enter into an agreement with the Highway Department to pay the $30,000.

You should, therefore, proceed immediately to redesign the structure using the proposed Crown Zellerbach loads.

Please expedite this as rapidly as possible.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
F. D. Morgan
R. D. Asbury
Frank McKinney

RECEIVED
APR 22 1966
FOR FILING
11-1127
6511

Salem, Oregon 97310
April 21, 1966

Westport-Wauna Section

Mr. D. N. Harwell
Assistant County-City Engineer
B U I L D I N G

Reference is made to your letter of April 15 concerning the construction of the connections from our interchange to the Crown Zellerbach private road and to the county road south of the highway.

The work connecting to the county road should be performed by the State under our contract and maintained by the County. The work of connecting the interchange to the Crown Zellerbach road will be performed by others and not be part of the contract.

Please forward your rough draft to Mr. Barbee for his approval.

F. E. Klaboe
Assistant State Highway Engineer

FEK:srb

Enclosure

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

Section MADRA JCT. INTERCHANGE Highway LOWER COLUMBIA RIVER (FAP 1) County CLATSOP Prefix 4-1474

Res. Engr. L. Weber Approx. Length 0.6 Miles. Sta. 205± to Sta. 235± Date 4-18-66

Truck A.D.T. 7.3 Traffic Coefficient 7.8 18 kip s.a. per day 51.1.

Annual Precipitation 96" Frost Penetration - - - - .

(1)

Typical Soil

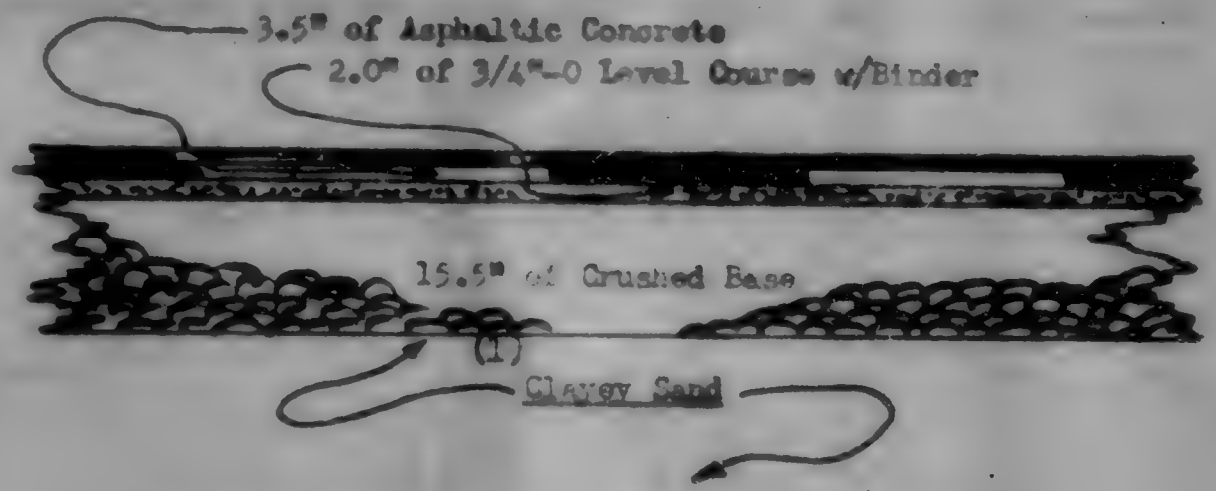
38	LL
6	PI
81	%P 10
46	%P200
19	%Gravel
9	%C Sand
26	%F Sand
27	%Silt
19	%Clay
11	"R" Value (Exudation)

AASHO CLASSIFICATION:

A-4 (2)

MATERIAL SOURCES:

To be determined by the Engineer.



The above surfacing thickness is based on soils only. Rock may be encountered during construction and by proper placement in the subgrade zone could substantially reduce the thickness of crushed base. Recommend the subgrade be sampled and tested when to grade.

	CBR Total Req.	Credit	Actual Total	FOR FILING
		7.0	3.5	2.0
		2.5	2.0	Cr. Base
	24.5	24.5	21.0	

RECEIVED
MAY 2 - 1966

RECEIVED
MAY 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLOOS

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. Kruger
Staff Assistant

Recommended by J. C. Wise
Asst. Engineer of Materials

Recommended by H. L. Bowden
Asst Construction Engineer

Approved by H. B. White
Asst. State Highway Engineer

SECTION: WAUNA JCT. INTERCHANGE

HIGHWAY: LOWER COLUMBIA RIVER (FAP 1)

COUNTY: CLATSOP

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1100 (Total)

B. Future ADT 1800 (Total)

C. Mean ADT 1450 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2 Way

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ 5 x (C) 1450 = 73

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 73 x (H) 100 % = 73

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 7.8

SECTION: WAUNA JCT. - INTERCHANGE

HIGHWAY: LOWER COLUMBIA RIVER (FAP 1)

COUNTY: CLATSOP

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are available to this type construction

CONCLUSION AND REMARKS:

The project consists of replacing an existing grade crossing with a diamond type interchange. Fill subsidence is anticipated and A.C. is more desirable for possible restoration.

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APR 20 1966

FORM E-20K—20M—1-63 SP*6410-734

FOR FILING

4-1127

6-2x7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 15, 1966

SUBJECT:
Wauna Interchange
Section
Columbia River Highway
Clatsop County

To:
Mr. D. H. Moehring
Right of Way Engineer
Office

Attached are 4 descriptions and an authorization for the subject State project which is scheduled for May 19, 1966.

File 39780 (Crown Zellerbach) is to be handled by Mr. Klaboe and he must have the typed description and option in his hands before Wednesday of next week.

NOTED
F. B. KLABOE

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction
Engineer

FDB:hc

Attachment

cc: Mr. F. B. Klaboe

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APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 2 8 1966

Rec'd for meeting with Fulton

Love

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1966

SUBJECT: Wauna Interchange
Lower Columbia River Highway
Clatsop County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

A design for a minimum diamond interchange for Wauna was prepared in Urban Design and estimated and reestimated until we got the cost down to approximately $350,000.

The field survey was forwarded to this office and after review, elimination of some 'frosting', and revising of prices the estimate for construction was placed at approximately $450,000.

This difference in cost is primarily due to an anticipated necessity for embankment foundation excavation, a high anticipated subsidence (25%) and a high price on borrow excavation. Whether the amount of borrow set up will be needed or the price used is within reason is not known. Enclosed is a copy of the revised field estimate and attached to it is a comparison of Urban Design estimate vs field estimate.

Mention was made in the past of the possibility of Crown Zellerbach supplying borrow material. If this is possible a considerable price difference could be obtained.

Data has been transferred to Floyd Scott for descriptions and to Frank Hall for design. Material had previously been supplied to the Bridge Division.

If further data is desired please advise.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp

Enclo.

RECEIVED
APR 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Quantity Summary and Cost Estimate
Wauna Interchange
Lower Columbia River Highway

ITEM	UNIT	MET TOTAL	ALLOW.	TOTAL	UNIT COST	TOTAL COST
Clearing & Grubbing	Ll					10,000.00
Rock Excavation	Cu.Yd.	205	20	225	3.00	675.00
Trench Excavation	Cu.Yd.	321	29	350	3.00	1,050.00
Structural Excavation	Cu.Yd.					
Emb. Foundation Exc.	Cu.Yd.	7,670	763	8,300	1.25 2.50	10,375 20,750.00
Borrow Excavation	Cu.Yd.	116,093	10,907	127,000	1.00	159,500 127,000.00
General Excavation	Cu.Yd.	13,203	1,197	14,400	0.60 1.50	8,640 21,600.00
Finishing Roadbed & Slopes	Mile	0.5		0.5		1,500.00
~~Furnishing & Placing Topsoil~~	~~Cu.Yd.~~	~~8,006~~	~~794~~	~~8,800~~	~~4.50~~	~~39,600.00~~
Watering	M Gal.	259	21	280	3.00	840.00
Culvert Pipe 18"	Lin.Ft.	1,086	104	1,190	5.00	5,950.00
Culvert Pipe 36"	Lin.Ft.	419	41	460	16.00	7,360.00
Culvert Pipe End Section 18"	ea.	1		1	40.00	40.00
~~Class "A" Concrete~~	~~Cu.Yd.~~	~~($15.00 per sq. ft.)~~				~~85,050.00~~
Metal Reinforcement	lb.					
Catch Basin	ea.	2		2	130.00	260.00
M-2 Guide Posts	ea.	27	3	30	8.00	240.00
M-3 Guide Posts	ea.	61	9	70	8.50	595.00
M-5 Guide Posts	ea.	2		2	9.50	19.00
Guard Rail	Lin.Ft.	3,112	313	3,425	2.75	9,418.75
Extra Posts	ea.	32	3	35	10.00	350.00
Guard Rail Blocks	ea.	274	26	300	1.50	450.00
Guard Rail End Pieces	ea.	18	2	20	5.00	100.00
Bottom Course Base	Ton	5,900	600	6,500	2.90 2.20	18,850 ~~14,300.00~~
Top Course Base	Ton	1,490	150	1,640	3.00 2.30	4,920 ~~3,772.00~~
Binder Rock	Cu.Yd.	70	5	75	6.70	502.50
Oil In Binder	Ton	11	1	12	65.00	780.00
Class "B" AC Mix	Ton	2,115	215	2,330	10.00	23,300.00
AC in Tack Coat R-S 1	Ton	2		2	100.00	200.00
~~Seeding & Mulching~~	~~Acre~~	~~10~~	~~1~~	~~11~~	~~225.00~~	~~2,475.00~~

Additional Anticipated Items

R/W	
Flagging	2,500.00
Total	268,416 ~~300,677.92~~
20% Engineering Costs and Contingencies	~~60,135.58~~
TOTAL	322,100 ~~$ 456,812.70~~

Allowance to be added

Add 25% ✓

JJS

Signing	14,000
Roadside imp	8000
Structure	109,000
	# 453,100

Form E-49—30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Comparison of Estimates

Waona Rd 4-13-66 - Field

Item			Urban →	Field →	Urban (+)	Field (+)
Clear & Grubbing	—		4,000	10,000	Move in?	9,000
Com Exc	—		3,608	8,640	—	5,032
Embankment Exc			0	10,375	?	10,375
Borrow (Emb in place)			117,436	159,500	0.85 vs 1.00	42,064
Subgrade Exc			~~250~~	1725		1,475
Finish roadbed & slopes			0	1500		1,500
Water			1231	840	391	
Pipe & CB			4883	13,610	→	8727
Sight posts			762	854		92
Guard rail			9450	10,319		569
Surfacing			49,165	48,553	612	
Fencing			600	0	600	
Clapping (state)			0	2500		2500
	[± 79,731]				(1603)	(81,334)
			188,685	268,416		
+E & C 20%			$ 226,400	$ 322,100	($ 95,700)	
Signing			14,000	14,000		
Guardrail up			8,000	8000		
Structure			$ 109,000	$ 109,000		
	Urban est →		$ 357,400			
	Revised estimate →			$ 453,100		

RECEIVED
APR 15 1966

Commissioners
Chairman
Vice-Chairman
John P. Amacher, Winchester
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

April 12, 1966

RECEIVED
APR 14 19
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of April 5, 1966 which enclosed the prospectus for a location survey entitled "Wauna Interchange Section, Lower Columbia River Highway, Clatsop County".

There will be no conflict with wildlife resources as a result of this project, so it is approved.

We appreciate the opportunity to offer our comments.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

4-14-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)

fp

NOTED
F. B. KLABOE

RECEIVED
APR 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1966
FOR FILING

4-5 66

Prefix No. 4-1474

NOTED
R.L. PORTER

LOCATION PROSPECTUS
WAUNA INTERCHANGE SECTION
LOWER COLUMBIA RIVER HIGHWAY
CLATSOP COUNTY

HIGHWAY: Lower Columbia River, State Primary No.2W, Federal-aid Primary No. 1.

TERMINI: The westerly terminus is at Station 205+00, M.P. 72.8, which point is approximately 1,900 feet westerly of the existing Wauna Junction. The easterly terminus is at Station 235+00, M.P. 72.2, which point is approximately 1,100 feet easterly of the existing Wauna Junction.

LENGTH: The overall length of the project is 0.6 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving of a new interchange with a grade separation to replace the existing grade crossing. Reconnaissance has not been accomplished. Soils investigations will be made. Drainage studies will be made and any problems resolved. An economic analysis is not necessary. This project is on the 1966 State Construction Program.

CHARACTERISTICS: Traffic on the Lower Columbia River Highway - existing ADT 1,750, projected ADT 3,400. Traffic going north to Wauna - existing ADT 1,100; projected 1,800. Traffic going south to Tailorville - existing ADT 200, projected ADT 320.

STANDARDS: This will be a minimum diamond type interchange corresponding to the map prepared by the Urban Design Section.

TYPICAL SECTION: The two-way section crossing over the highway will consist of two 12-foot travel lanes with 4-foot shoulders. The one-way ramps will have a typical section of a 16-foot travel way with a 6-foot right shoulder and a 4-foot left shoulder.

BRIDGE: There will be a new structure crossing over the Lower Columbia River Highway which will have a 32-foot horizontal clearance. Provisions will be made in the design of this structure for the future four-laning of the Columbia River Highway providing a minimum of 72 feet from shoulder to shoulder.

ACCESS: Access control complete.

BASE DESIGN: The tentative base design for construction is:

Wearing Surface	3-1/2" A.C.
Top Course Base	2 " Level
Bottom Course Base	16 " Crushed Base
Total Depth	21-1/2"

MATERIALS: Investigations for suitable material sources will be made during the survey and referenced to the project.

UTILITIES: Routine utility adjustments will be necessary.

AGREEMENTS: An agreement with Clatsop County will be necessary.

STATE PARKS OR ROADSIDE REST AREAS: None.

April 5, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
APR 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

COLUMBIA RIVER

Hanson

SEA

SPOKANE PORTLAND AND

D

22 23 27 26

HANSON

LIBRARY

Wauna

WAUNA ROAD

¼ Cor.

SL

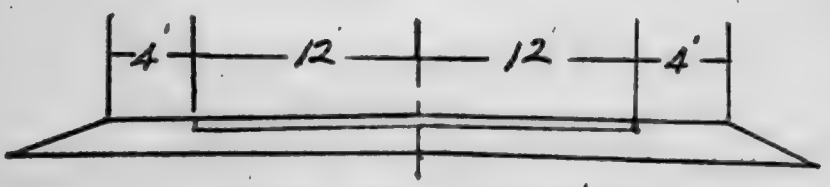
WAUNA SCHOOL

Begin Project

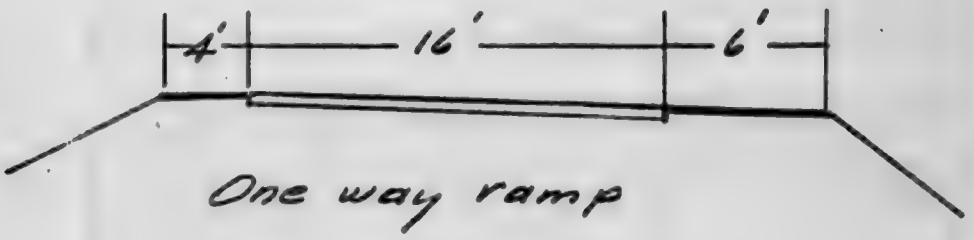
CONSTRUCTION

End Project

¼ Cor.



Two Way Section
crossing over highway



One way ramp

Prospectus Map
Vauna Interchange Section
Lower Columbia Highway
Clatsop County
1966

RECEIVED
MAR 23 1966
FOR FILING

4-1127

6289

March 22, 1966

Mr. John Fulton
Crown Zellerbach Corporation
Public Service Building
Portland, Oregon 97204

Dear John:

Reference is made to your letter dated February 18 in which you offered the help of the Project Engineer, Oscar Frazier, to us for our proposed project at Wasma.

As you know, we have already done much of the work, and I am sure that Mr. Frazier is familiar with it. It is our hope to award the contract for the interchange at the May letting for completion in the early fall of this year.

At such time as we have prepared descriptions for the right-of-way required from the Crown Zellerbach Corporation, we will contact you personally.

Sincerely yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring
Tom Edwards

Salem, Oregon 97310
February 18, 1966

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Wauna Junction
Lower Columbia River
Highway

Please investigate and advise me the cost of a simple diamond interchange at the existing location of this intersection.

The structure should go over the Lower Columbia River Highway in the simplest way possible. Naturally it should be built for a future four-lane section for the state highway.

It is the desire to have such an installation under traffic before July 15. You must, therefore, have this estimate to me in one week's time.

If you need any more information, please advise.

F. B. Klabee
Assistant State Highway Engineer

FBK:erb

cc: Mr. Victor D. Wolfe

4-1125

CROWN ZELLERBACH CORPORATION

PUBLIC SERVICE BUILDING

PORTLAND, OREGON 97204

February
2
1 9 6 6

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Fred:

Simply as a follow-up to my letter of yesterday and our conversation of this afternoon, I'm enclosing a proposed layout for the intersection at Wauna.

The traffic count that you took and which we talked about this afternoon confirms that the problem is already well into its first phase. We now have 500 men at work and this will increase to 1500.

While we are concerned about the time it takes to enter the highway, which is from 15 to 20 minutes, we are even more concerned about the safety of these people. This concern is shared by the Clatsop County sheriff.

You will note from the drawing that we plan to widen our own entrance road so that at quitting time there will be two lanes for those leaving the plant. This won't prove too helpful unless we can improve their ability to get on to the highway. While we aren't traffic engineers, it still seems to us that accelerating and de-accelerating lanes with left-turn refuges going and coming are the answer.

I'm glad I called you with this problem on your desk . I hope this sketch will be of assistance to you in finding an answer.

All good wishes,

Yours very truly,

JMFulton:bw
Encl.

RECEIVED
FEB 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1966
FOR FILING
4 1127

January 31, 1966

Mr. John M. Fulton
Crown Zellerbach Corporation
Public Service Building
Portland, Oregon 97204

Dear Mr. Fulton:

Since receiving your letter of January 6 concerning the connection of the Wasma plant at Highway 30, we have been reviewing and reanalyzing the entire situation. I expect to have this supplemental study completed in about two weeks' time and will communicate further with you then.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
State Highway Engineer
R. L. Porter
F. D. Morgan

CROWN ZELLERBACH CORPORATION

PUBLIC SERVICE BUILDING

PORTLAND, OREGON 97204

January
Sixth
1 9 6 6

Bkup
1 work

Mr. F. E. Klaboe
Asst. State Highway Engineer
State Highway Department
SALEM, OREGON

Dear Fred:

I made the swing during December with Governor Hatfield, Glenn Jackson and the others to Germany. Now I am beginning to pick up a few loose ends. One is our little problem on Highway 30 at Wauna. Did the staff ever have a chance to make a layout of what they thought would be a good solution? If they did, I'd like to talk this over with our people where we have the dual problem of traffic in and out of the mill, as well as the forest road connection which is still in our thinking.

I hope it was a very pleasant and relaxed holiday season for you and that during 1966 you will be able to find simple answers to complex problems.

Warmest good wishes,

Sincerely,

J.M.Fulton:d

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-90 80M 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1966

SUBJECT: Traffic Count
US30 at Wauna Road

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
D e p a r t m e n t

Attached is a traffic count taken at the intersection of US30 and Wauna Road between the hours of 2:00 p.m. and 5:10 p.m.

The big exodus from the Crown Zellerbach plant began at 4:30 p.m. Between 4:30 p.m. and 5:00 p.m., a total of 236 vehicles left the area. Of these, about 202 left between 4:30 p.m. and 4:42 p.m. This is about twice the volume during the peak period as that shown in the two previous counts.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:RDT:am
cc F. B. Crandall

See Porter

RECEIVED
JAN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 12, 1966 — CITY OF _____

DAY OF WEEK Wednesday — INTERSECTION OF U.S. 30

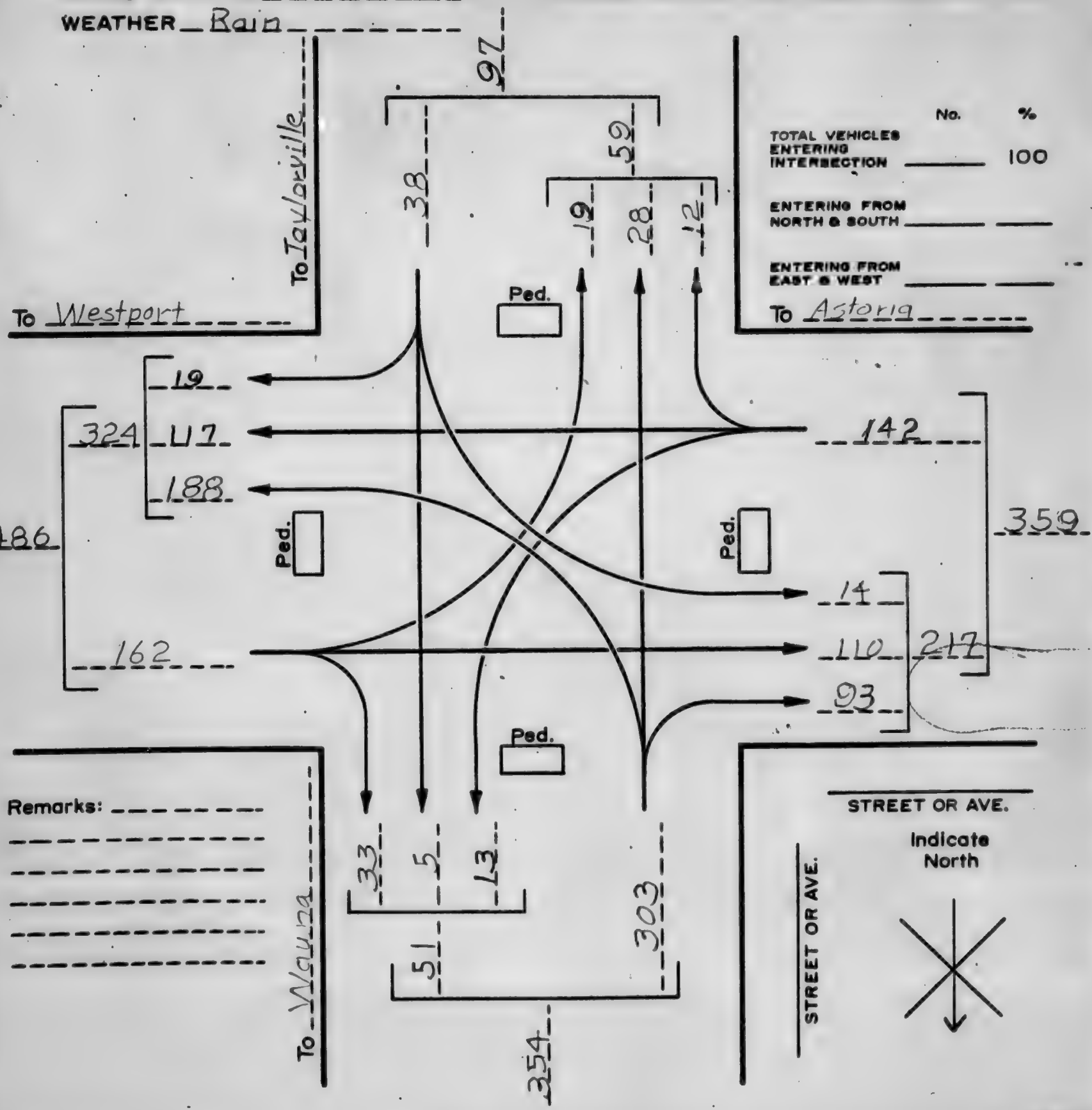
ACTUAL COUNT (VEH) 3 HRS. 10 min. AND Wauna Rd

HOURS COUNTED 2:00PM to 5:10 PM STATION NO. _____

PEDESTRIAN COUNT 3 HRS. 10Min. CODE NO. _____

HOURS COUNTED 2:00PM to 5:10PM CLASSIFICATION All Vehicles

WEATHER Rain



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	_____	100
ENTERING FROM NORTH & SOUTH	_____	_____
ENTERING FROM EAST & WEST	_____	_____

To Astoria

Remarks: _____

12-55

4-1127

6289

11-16-65
Copies
We have organized
to study the Wauna
problem for several
years with the hope
of making a report
for

CROWN ZELLERBACH CORPORATION

PUBLIC SERVICE BUILDING

PORTLAND, OREGON 97204

November
Twelfth
1965

Mr. F. E. Klaboe
Assistant Highway Engineer
State Highway Department
SALEM, OREGON

Dear Fred:

Thanks very much for your telephone call this morning and for the interest you are taking in our Wauna problem.

As far as I-205 is concerned, I have talked to our Resident Manager at West Linn and he will undertake to do what he can to get some positive support for you from some responsible citizens. It's a somewhat touchy situation, as you only too well know. On the other hand I feel that too often those who oppose are heard from and that what you need is some expression of positive support from others. I can't promise this will be forthcoming. I can only hope that what I have done may help to materialize it.

All good wishes,

Sincerely,

J.M.Fulton:d

RECEIVED
NOV 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1965
OREGON
STATE HIGHWAY COMMISSION

Copy to Porter 11-15-65

RECEIVED
NOV 15 1965

FORM E-90 50M 12-63 84676

FOR FILING

1 11 27

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 12, 1965

To: Memo to the File

SUBJECT: Wauna Road Junction With Lower Columbia River Highway

L

I talked with John Fulton of the Crown Zellerbach Corporation today and advised him that we were still studying the traffic situation at this intersection.

I further advised him that we had taken traffic counts during the month of September and again last week and that our count showed the peak 15-minute period dropping from 105 to about 85 during this period. He advised me that this was correct; that their construction force had dropped off because the engineering work necessary to precede actual construction of the facility had fallen behind. He did not think that the engineers could catch up before about the middle of January 1966 at which time he estimates that the force will be increased to about 700 to 750 construction employees. He again stated that this peak activity would continue for about one year and then they would go on the permanent operation. They estimate that the permanent operation would have about 600 people on the payroll and that about 350 of these 600 would be working on the normal daylight shift. The remaining 250 would be on the swing and graveyard shifts.

Mr. Fulton also emphasized the fact that they would be bringing in all their logs via the highway or via off-highway roads and that they expected to make many deliveries and pickups by motor vehicle of the products being manufactured.

Under the circumstances, I advised him that we would continue to study the thing over the next few months and bring the subject up again in the spring of 1966.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. R. L. Porter
Mr. F. D. Morgan
Mr. Tom Edwards
Mr. R. D. Asburry

FORM S-30 MSH 5-60 SP*6470-734

4 1127

1127

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

November 10, 1965

SUBJECT: Traffic Count
U.S.30 at Wauna Road

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
D E P A R T M E N T

I understand that you requested that a manual traffic count be made at the subject location during the hours that Crown Zellerbach employees are getting off work.

Attached is such a count taken on November 9, 1965 between the hours of 2:00 p.m. and 5:05 p.m.

R. D. Asburry
Division Engineer

By

Gerald Wimer
Assistant Division Engineer

GW:RDT:cp
Enclosure
cc: Mr. F. D. Morgan
Mr. F. B. Crandall

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 SOH 3-65 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

November 10, 1965

SUBJECT: Traffic Count
U.S.30 at Wauna Road

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
D E P A R T M E N T

I understand that you requested that a manual traffic count be made at the subject location during the hours that Crown Zellerbach employees are getting off work.

Attached is such a count taken on November 9, 1965 between the hours of 2:00 p.m. and 5:05 p.m.

R. D. Asburry
Division Engineer

By Gerald Wimer

Gerald Wimer
Assistant Division Engineer

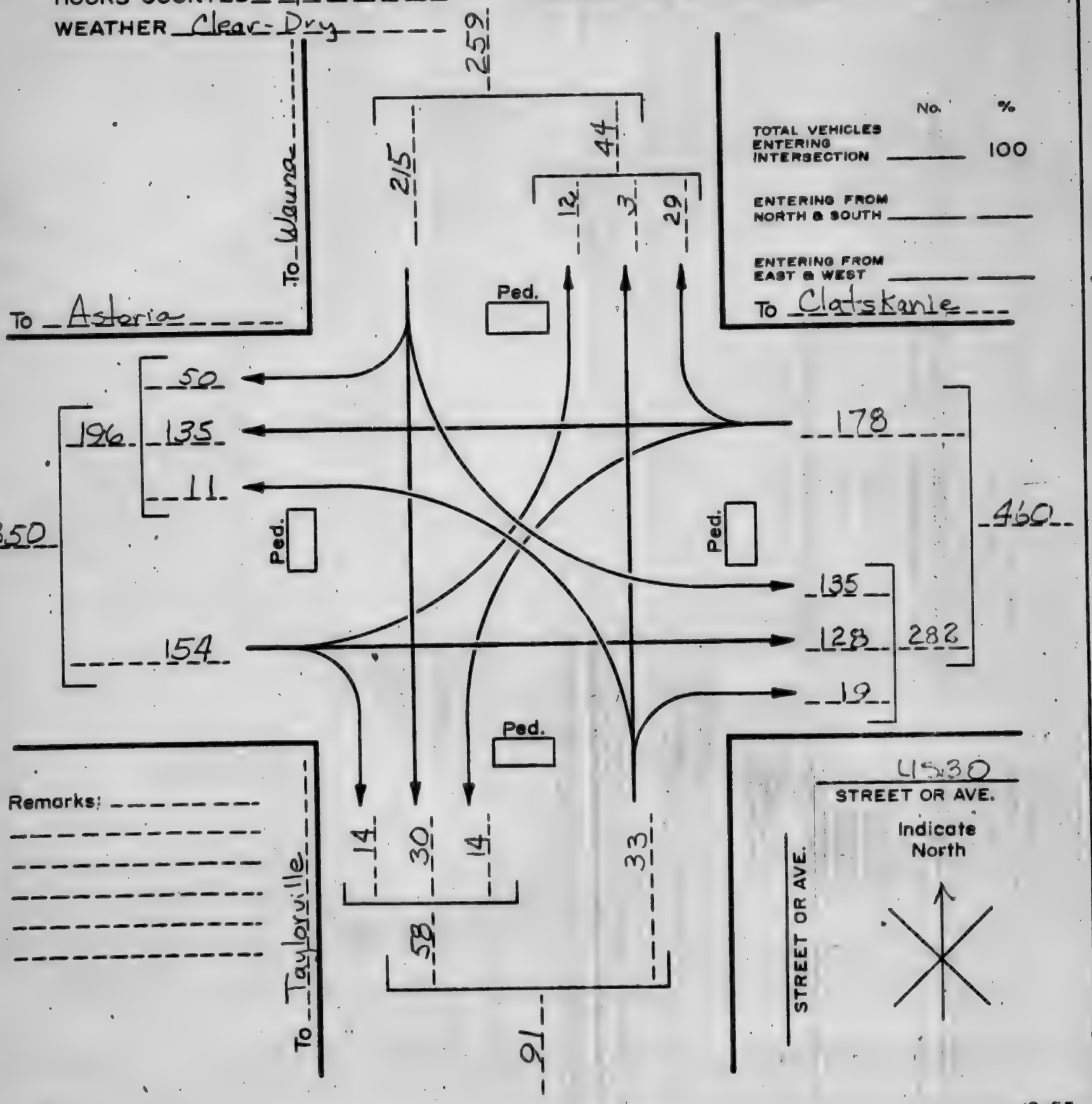
GW:RDT:cp
Enclosure
cc: Mr. F. D. Morgan
Mr. F. B. Crandall

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
~~TWENTY-FOUR HOUR VEHICULAR VOLUME~~

DATE November 9 1965
DAY OF WEEK Tuesday
ACTUAL COUNT (VEH.) 3 HRS. 5 Min
HOURS COUNTED 2pm to 5:05
PEDESTRIAN COUNT 3 HRS. 5 Min
HOURS COUNTED 2pm to 5:05
WEATHER Clear-Dry

CITY OF
INTERSECTION OF US 30
AND Wauna Rd
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

To Clatskanie

Remarks:

12-55

FORM H-30 9OM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 5, 1965

SUBJECT: Installation of Traffic Signal
Entrance to Crown Zellerbach Plant
Wauana - Lower Columbia River Hwy.

To:

F. B. Klaboe
Assistant State Highway Engineer
B u i l d i n g

NOTED
R. L PORTER

Based on your verbal request, this letter is to give you a statement of opinion concerning the installation and operation of a traffic signal at the entrance to the new Crown Zellerbach plant at Wauana on the Lower Columbia River Highway.

It is understood that this traffic signal would only be on normal operation during that period when traffic exits from the plant and that other times through the day it would, presumably, be on flashing operation.

We have found, through observation of our accident records, that this type of signal, particularly in an isolated location and only on operation during short intervals, produces an extremely hazardous type of operation because of the "surprise element". We have found that the accident pattern of rear-end collisions greatly increases because of this type of operation.

We have made recent recommendations to several cities that signal operation of this type be discontinued or converted to full-time normal operation.

It would be the recommendation of this office that such a signal installation should not be made at the location under question.

L. E. George
Assistant Traffic Engineer

LEG:aa
cc: Tom Edwards

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1965
FOR FILING

Maint
Traffic
Counsel.
Gen

September 17, 1965

Mr. John H. Fulton
Crown Zellerbach Corporation
Public Service Building
Portland, Oregon 97204

Dear Mr. Fulton:

I am sorry to have missed the meeting near Tillamook on September 9. However, Mr. Klaboe and Mr. Barbee report that they thoroughly examined the area through your 36,000-acre tree farm. The Department will analyze every aspect of this problem before making a final recommendation to the Highway Commission and will keep you posted on any developments. You are assured that this Department will cooperate with your company in every way possible.

As to the situation at Wauna, upon receipt of information that over 75 percent of your traffic travels easterly, we will take another look at the intersection problem. You should hear from us on this in the comparatively near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
Victor D. Wolfe
F. B. Klaboe
F. D. Morgan
R. D. Asburry

FBK:srb/RLP:ms

1516

SEP '8 65

CROWN ZELLERBACH CORPORATION

PUBLIC SERVICE BUILDING

PORTLAND, OREGON 97204

September
Second
1 9 6 5

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
SALEM, OREGON

Dear Forrest:

Thank you very much for your letter of August 31 about our problem of turnoffs and access to Highway 30 at the point usually referred to as Wauna Junction.

When I visited with you and Mr. Porter briefly yesterday at the Omark dedication I hadn't had a chance to fully absorb your comments. Now that I have, I'd like to pass along my observations.

Your proposal for a passing lane and a left turn refuge will be very helpful. What I hope is that it can in effect be extended to help us solve what is a more acute problem, access to Highway 30. At the present time we have both operating and construction personnel. There'll be a steady increase in the number of people employed, particularly during the second phase of construction, on which we are now embarking. There'll also be a steadily increasing number of delivery trucks.

As we explained to Mr. Barby when we met at Wauna Junction, getting on to Highway 30 when a shift changes is a serious problem. This often takes thirty minutes or more for some vehicles. The reason is that most of these people are making a left turn onto the highway heading towards Westport or Clatskanie. They have the problem of crossing the westbound lane and then safely getting into the eastbound lane, accelerating to a speed that's appropriate in view of the high speed of the normal eastbound traffic coming down the hill. These vehicles are usually travelling from 55 to 60 miles per hour.

What I am trying to express as a layman is the concept of a long passing lane on the right-hand side for traffic headed east. This would provide a left turn refuge for those heading in and opposite the refuge would in effect be a storage and/or accelerating lane for those coming out of the mill and heading east.

I judge from your letter that this is something you plan to do. It will certainly be an important step towards alleviating

Copies to Klaboe
" Barby
1-8-65

R/up 9/10

NOTED
FORREST COOPER

delays which are always coupled with impatience and chance-taking.

I'm not quite clear about the accelerating lane for westbound traffic. Would it be possible for one of your engineers to give us a drawing of this showing just how this would tie in?

Your thoughts on the need for a grade separation are very helpful and certainly this is something that must be studied. I'll try to write you more specifically about this before too long.

The interest you have taken and the consideration you have given to our problem is genuinely appreciated.

Sincerely,

J.M.Fulton:d

RECEIVED
SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE _____

DAY OF WEEK _____

ACTUAL COUNT (VEH.) 2½ HRS.

HOURS COUNTED 3:30PM TO 6:00PM

PEDESTRIAN COUNT _____ HRS.

HOURS COUNTED _____

WEATHER _____

CITY OF _____

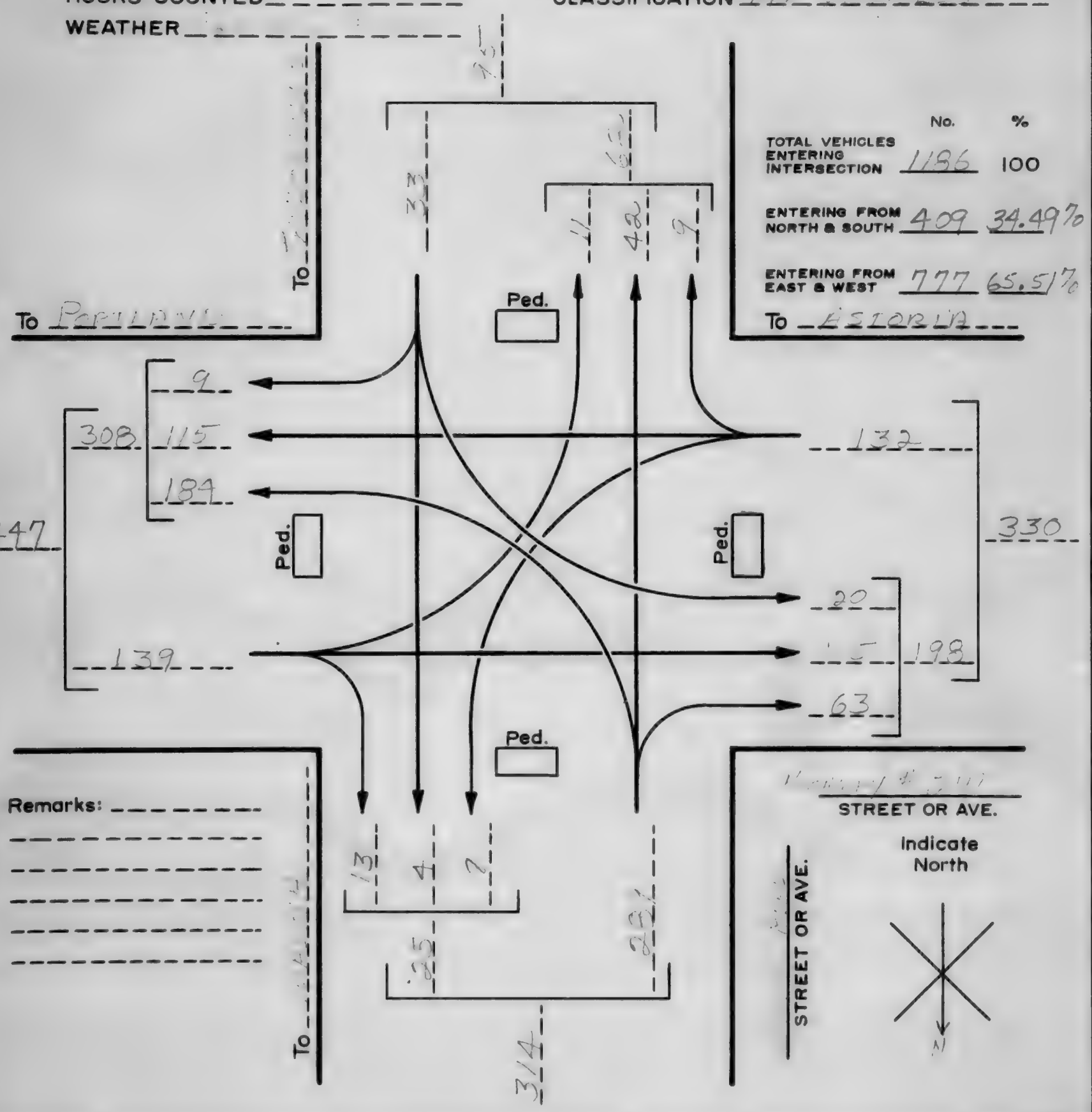
INTERSECTION OF Lower Columbia Highway

AND _____

STATION NO. _____

CODE NO. _____

CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	1186	100
ENTERING FROM NORTH & SOUTH	409	34.49%
ENTERING FROM EAST & WEST	777	65.51%

To Astoria

12-55

Sept 14, 1965

Wauna Road Jct with Highway # 2W.

Traffic count made at Wauna road on Sept 13, 1965 from 3:30 PM TO 6:00PM. According to the guard at the gate the traffic on this particular day was down to approximately 1/2 as the first phase of construction is completed. The second phase is due to start up next month and gradually build up by next spring when it will reach a peak of about 1500 construction workers.

Jack Solterbeck

RECEIVED
AUG 31 1965
FOR FILING
Maint
Traffic &
Channel
Hem

August 31, 1965

Mr. John M. Fulton
Crown Zellerbach Corporation
Public Service Building
Portland, Oregon 97204

Dear Mr. Fulton:

Reference is made to your July 16 inquiry and to an on-the-site meeting on July 29 between members of your company and this Department at Wauna.

As we see it, the main hazard is to eastbound traffic desiring to left turn into the Crown Zellerbach area. The Department will improve this situation by constructing a passing lane and a left-turn refuge. In addition, we suggest that your company consider the construction of an acceleration lane for westbound traffic, which we feel will be a further aid in this problem. We would estimate that the acceleration lane could be constructed for about $7,000.

At the meeting, you mentioned the possibility of crossing the highway with heavy "off highway" vehicles. The Highway Department would object to crossing the highway with heavy vehicles, not only from the standpoint of damage to the facility but more particularly from the standpoint of public safety. Large vehicles crossing the highway at this point would definitely be a hazard; therefore, we feel that consideration should be given to a grade separation.

Such a structure, with the detour required during the construction period, would probably run somewhere in the neighborhood of $130,000. If such a structure were built, consideration could also be given to on and off ramps which would, in effect, provide a partial or complete interchange. About $40,000 would be required for these additional ramps.

If you wish to pursue the subject or have further discussion on the matter, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

FBK:srb RLP:ms fn

8	OREGON	DF-221(5)		Index

Revised 6-5-58 Climbing Lane Shown

Vicinity - Westport Section
Columbia River Hwy
Clatsop County
Scale: 1" = 100'

8/6/65
C. Hardie

5-60

5294

Cost of widening

18" Corr. Met. P. 84'
+50 Dr. Exc. 11 C.Y.
+100
+30 86.7'-A.C.
Traff. Markers

R/W Line

Suggested improvement by C-2

6655

← Westbound

23'
220
12'
55'R
225
110'
12'
55'
50'
12'

State to const.

+100

2d. Connection Lt. & Rt.
Z. No. 2104

River

Sketch #1

Form E-49—30M-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Union Creek Sec
Survey [illegible] 8/22/60 C. Hollie

				Unit	Quantity	+ Allow	Unit Cost	Cost
Cost of widening N.E. Side								
	Cover Mtl in Base			C.yd.	429	450	5.25	2363
	3/4"			"	66	73	5.50	402
	Sprinkling			M. Gal	12	12	4.00	52
	A.C.			Tons	111	122	15.00	1830
	Sight Posts			Ea	3	3	8.00	24
	Extra of Culv			Lin ft	12	12	6.00	72
								4744
						+ 10% Cont		1901
								6645

Columbia River Hwy
Clatsop County
8/25/65

5-60

5294

Cut of
#100,0
+00
36" C.M.P. - 132
+20 Dr. Exc. 65 C.Y.
18" Corr. Met. P. 84
+50 Dr. Exc. 11 C.Y.
R/W Line
100'
215'
23'
220'
12'
300'
55' R
110' Sp
20'
15'
86°C
By Others
Existing
Rd. A1
+50
Columbia River Highway
4'
26'
20'
4" AC
2" Level
4:1 Rock slope
10" Coarse Mtl
Typical Sec Front Rd.
No scale
40
Shelter #3
Water Tower

Form E-49-30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Logging Road Access
Wauna – West Fork Sec.
Columbia River Dist. No. 1
Deceleration Lane Plan Clatsop County 8-10-65 cp

				Unit	Quantity	+ Allow	Unit Cost	
	Com. Exc.			CY	570	627	1.00	627
	Cr Exc.			CY	18	20	5.00	100
	Coarse 1½" in Base			CY	1792	1971	5.25	10348
	¾-0 " " "			CY	474	521	5.50	2866
	Spruce log			M-bd	57	63	4.00	252
	A.C.			Tons	719	791	15.00	11865
	36" CMP			Lin Ft	100	110	16.00	1760
	Salvage & Reuse Guard Rail			Lin Ft	340	374	2.00	748
							$	28566
						+10% E&C		11434
							$	40,000
Cost of Structure								
		Gen Exc		CY	8000	8800	1.00	8800
						+10% E&C		1200
								10,000
		Struct						100,000
							$	110,000
						E&C		20,000
								130,000

		Unit	Quantity	+ Allow	Unit Cost	Cost
Cost of widening & w. inc						
Course M/I in base		Cu yd	1/2	19%	5.25	$ 1013
3/4-0 " " "		"	25	31	5.50	171
Sprinkling		M-Gal	6	6	4.00	24
A.C.		Tons	48	53	15.00	795
Sight Posts		Ea	3	3	8.00	24
						2027
				+40% E&C		813
						$ 2845
				Total Cost		$ 9500

into their facility is estimated to cost approximately $3,000 and could be done by State forces. This is all, we feel, for which the State should be responsible.

Enclosed are three maps with two estimates depicting the proposals mentioned in the rough draft.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jp
Enclo.

Planned R/D

				Unit	Quantity	+ Allow	Unit Cost	Cost
Cost of widening S.W. Side								
	Coarse Mtl in Base			Cu yd	1½"	193	5.25	$1013
	3/4-0 " " "			"	2½"	31	5.50	171
	Sprinkling			M-Gal	2"	6	4.00	24
	A.C.			Tons	48	53	15.00	795
	Sight Bds			Ea	3	3	8.00	24
								2027
						+40% E&C		813
								$2840
						Total Cost		$9500

FORM S-30 BOM 3-68 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1965

SUBJECT: Wauna Access
Wauna-Westport Section
Columbia River Highway
Clatsop County

To:
Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Herewith rough draft of a proposed letter to Mr. J.M. Fulton of Crown Zellerbach Corporation setting forth our proposal for possible solutions to their traffic problems.

The passing lane for eastbound traffic wishing to make a left turn into their facility is estimated to cost approximately $3,000 and could be done by State forces. This is all, we feel, for which the State should be responsible.

Enclosed are three maps with two estimates depicting the proposals mentioned in the rough draft.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jp
Enclo.

Approved R/D

RECEIVED
JUL 23 1965
FOR FILING

Salem, Oregon 97310
July 22, 1965

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

I enclose a copy of a letter to Mr. Cooper from Mr. John M. Fulton of the Crown Zellerbach Corporation. Mr. Fulton requests that we make a study of the traffic problem involved with the intersection of the road leading to the Wauna complex and our Lower Columbia River Highway.

Please get in touch with him and make a field examination of the area toward the eventual construction of some traffic controls which would tend to alleviate a possible hazardous condition.

In your conversations with Mr. Fulton or his agent, you should not commit the Highway Department to an entire cost of any such improvement but rather leave with them the impression that we should expect cooperation on any construction work.

After this contact, discuss the matter thoroughly with our Traffic Department to see if they have any ideas and make some recommendation to me.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Enclosure

cc: Mr. Victor D. Wolfe

1052

REFERRED TO
KLABOE
BY DEPUTY STATE HIGHWAY ENGINEER

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

July
Sixteenth
1 9 6 5

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon

Dear Forrest:

We have a problem and I hope you can help us solve it. It involves the traffic entering and leaving Highway 30 at the point known as Wauna Junction.

Construction of Phase I of our new complex is now well along and approximately 350 automobiles and trucks enter and leave the mill site each day. As we enter Phase II, which will occur shortly, vehicular traffic will more than double.

We are anxious to provide the safest possible conditions and procedures. At this point we feel that this needs the sort of professional attention that your Department can so capably provide. If you wish, I would be very happy to accompany one of your engineers to Wauna for a physical examination of the intersection and a meeting with our management personnel. If it would be simpler from your standpoint to have someone make the contact directly, I'd like to suggest that they initially get in touch with Mr. R. L. Miller.

We share your own deep concern for traffic safety, Forrest, and I hope we can work together to anticipate a situation which conceivably will have serious consequences.

Warmest good wishes,

Sincerely,

J.M.Fulton:d

RECEIVED
JUL 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(19) Durbin Cr. Rd. U'Xing 1966
346 on the Lime-Malheur Co. Line
#6890 Sec., Old Oregon Trail Hwy.

Monthly transaction number 4-55	FC PR-2A (R 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ite Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-9-68	County Baker
Modification number 1		Project number I-80N-7(19)346

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 26, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 182,320	$ 185,527
Federal funds	$ 168,000.00	$ 168,431.45
Other revisions		

This modification is made for the following reasons:

Final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of April, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Kabos

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)

R. E. Simpson
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-2		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
4		Baker
		PROJECT NO.
		I-80N-7(19)346

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Durbin Creek Road Undercrossing, Lime-Malheur Co. Line Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-66	0.00
OTHER (Specify)		

FUNDS — Fed Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 182,320.00	$ 168,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. J. Labbe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

xx A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Manager

Date executed by Division Engineer August 26, 1966

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(19)346

DURBIN CREEK ROAD UNDERCROSSING

LIME-MALHEUR CO. LINE SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Project agreement estimate.

Salem, Oregon, August 15, 1966

Type Code X731
Structure #9125 (Sta. 922+74.35)(Contract No. 6890)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	420 cu.yds.	$ 5.00	2,100.00
Structural Excavation Below Elevation Shown	40 cu.yds.	5.00	200.00
Furnish 10 BP 42 Steel Piling	520 lin.ft.	4.50	2,340.00
Drive Steel Piles	16 only	90.00	1,440.00
Splice Steel Piles	4 only	25.00	100.00
Class "A" Concrete (577 c.y.)	All Required		43,329.00
Metal Reinforcement (104,200 lb.)	All Required		14,750.00
Structural Steel (291,100 lb.)	All Required		89,784.00
Metal Parapet Railing	698 lin.ft.	6.00	4,188.00
Preparation of Slopes	500 sq.yds.	0.50	250.00
Concrete Slab Riprap	500 sq.yds.	7.00	3,500.00
8-inch Metal Drain Pipe, Type "A" Coating	160 lin.ft.	4.00	640.00
8-inch Standard Steel Pipe	75 lin.ft.	15.00	1,125.00
			$ 165,746.00
	10% Engr. & Cont.		16,574.00
	Total		$ 182,320.00

Length of Project 0.00 mile

Federal	$ 168,000.00
State	14,320.00
Total	$ 182,320.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(19)346

DURBIN CREEK ROAD UNDERCROSSING
LIME-MALHEUR CO. LINE SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

P. S. & E. estimate.

Salem, Oregon, June 28, 1966

Type Code X731
Structure No. 9125 (Sta. 922+74.35)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	420 cu.yds.	$ 7.00	2,940.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Furnish 10 BP42 Steel Piling	520 lin.ft.	6.00	3,120.00
Drive Steel Piles	16 only	100.00	1,600.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (577 c.y. @ $90.00)	All Required		51,930.00
Metal Reinforcement (104,200 lb. @ $0.15)	All Required		15,630.00
Structural Steel (291,100 lb. @ $0.34)	All Required		98,974.00
Metal Parapet Railing	698 lin.ft.	7.00	4,886.00
Preparation of slopes	500 sq.yds.	2.00	1,000.00
Concrete Slab Riprap	500 sq.yds.	8.00	4,000.00
8-inch Metal Drain Pipe, Type "A" Coating	160 lin.ft.	4.00	640.00
8-inch Standard Steel Pipe	75 lin.ft.	15.00	1,125.00
			$191,445.00
	10% Engr. & Cont.		19,144.00
	Total		$210,589.00

Length of Project 0.00 Mile

Federal	$194,000.00
State	16,589.00
Total	$210,589.00

RECEIVED
DEC 21 1967
FOR FILING

I-80N-7(19)116
6890

December 21, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $2,300 will be made to Underwood and Richards Construction Company, Inc., on Contract No. 6890 for construction of the Durbin Creek Road Undercrossing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $168,361.36 including the post-final payment. Of the total $1,335.24 is for force account work.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Underwood and Richards Constr. Co., Inc.
P. O. Box 1050
Bend, Oregon 97701

C. H. Maison
Attn: John Herr

RECEIVED
JAN 11 1968
FOR FILING

I-80N-7(19)346
6890

December 13, 1967

Underwood and Richards Construction Co., Inc.
P. O. Box 1050
Bend, Oregon 97701

#11

Gentlemen:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 6890 for construction of the Durbin Creek Road Undercrossing in Baker County.

After considering the recommendation of the Engineer and other available information, the Commission granted an increase of 23 calendar days.

Very truly yours,

Floyd Omary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc A. F. Parson
Robert Pool
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

RECEIVED
JAN 30 1968
Region
Wash DC
Nichols, Area Engr

...ENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT

(PPM 20-6.1)

es

REGION NO.	REPORT NO.	COUNTY	DIVISION
I-80N-7(19)	Final 6	Baker	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12-8-67	R. T. Coe, Junior Engineer		I-80N-7(19)346
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACTING AGENCY**	**TIME ELAPSED**	**APPROVED EXTENSION(S)**
6-4-67	8-28-67	285/250=114%	7 calendar days
CONTRACT TIME	**LOCATION**		
250 cal days	Durbin Creek Road Undercrossing, I-80N, 2.0 miles south of North Huntington Interchange.		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

DURBIN CREEK ROAD UNDERCROSSING
MALHEUR COUNTY LINE SECTION
OLD OREGON TRAIL HIGHWAY

RECEIVED
NOV 1 C
F. B. KLABOE

There were no encroachments observed within the right of way.

Certified reports of record tests of materials incorporated into the project have been received and results indicate substantial compliance with plans and specifications.

Liquidated damages amounting to $1,276.58 are being charged against the contractor. A breakdown of this charge is as follows:

1. May 1 - 18, 1967 - 7 calendar days time extension and 11 calendar days liquidated damages (11 day @ $100/day = $1100.

2. May 19, 1967 - June 3, 1967 - Highway open to traffic. Damages claimed equal actual engineering expense = ~~$7,658.~~ $76.58.

3. June 4, 1967 - 1 day liquidated damages at $100/day = $100.

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended ____ R. A. Nichols, Area Engineer

Project Accepted 12-8-67 (Date) ____ A. M. Parsons, Division Engineer

RECEIVED
JAN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Morgan 1-18-68

RECEIVED
DEC 7 - 1967
FOR FILING

I-80N-7(19) 346
6890

December 6, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 11
December 12, 1967 meeting

Gentlemen:

Underwood and Richards Construction Company, Inc., contractor for the construction of the Durbin Creek Road Undercrossing on the Lime-Malheur County Line Section of the Old Oregon Trail (I-80N) in Baker County, Contract No. 6890, has requested that he be granted an additional 42 calendar days to complete the contract work without assessment of liquidated damages.

The contract allotted 250 calendar days, which established a completion date of April 30, 1967. The structure was opened to traffic on May 19, 1967. Incidental work was completed on June 4, 1967.

On seven of the days between May and May 18, 1967, the contractor's operations were delayed by the necessity of performing certain extra work.

The reasons listed above justify an increase of 23 calendar days, which will extend the completion date to May 23, 1967. The contract was completed on June 4, 1967, 12 days beyond this date, which will result in the assessment of $1200 liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. F. Parson

Enclosure

CAG:jf/TE:ja:jes

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 25 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6890 Contractor Underwood & Richards Construction Co.

Highway Old Oregon Trail

Section Lime-Malheur County Line

Kind of Work Durbin Creek Road Undercrossing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows: For the period May 1 thru May 18, 1967, the contractor be granted 7 calendar days without assessment of liquidated damages because of delays to his operations occasioned by the performance of extra work and that he be assessed liquidated damages for the balance of the period (11 calendar days), that liquidated damages be waived for the period May 19, 1967, thru June 3, 1967, (16 calendar days) as the structure was open to traffic, and that he be assessed liquidated damages for June 4, 1967, 1 calendar day - ~~denied beyond the seven days previously recommended as per resident engineer's letter of transmittal attached.~~ the day spent in completing the work. This assesses the contractor $1200 liquidated damages.

Recommended for Approval:

D.E.

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6890

Project designation FAP - I-80N - 7 (19) 46
State-Federal

Date awarded August 8, 1966

Work started August 24, 1966

Per cent completed 100% July 24, 1967
Date

No. of Workdays Allowed 250

No. of Workdays Used 285

No. of Added Workdays Requested 42

E—320 (Rev.)—SM—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 28, 1967, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 292 days, within which to complete our Contract No. 6890, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Extra work and inclement weather as per attached letter

Respectfully submitted,

HENDRICKSON & RICHARDS CONSTRUCTION CO., INC.
Contractor

By Donald M. Richardson

CONSENT OF SURETY

Date 7-31, 1967

We, United Pacific Insurance Co.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard L. Mauldin
Attorney-in-fact

Galen H. Landrum
Resident Agent

(SEAL)

July 28, 1967

Mr. Robert Pool, Resident Bridge Engineer
Oregon State Highway Department
P. O. Box 702
Ontario, Oregon 97914

Dear Sir:

RE: Contract 6890
Dunbin Creek Undercrossing
Bridge #9125

We are applying for extra work days on the basis of the following:

Extra work performed	18 days
Inclement weather	14 days
Refinishing bridge deck overhang, as requested by Oregon State Highway Dept.	10 days

We feel that the State was wrong in counting the days even up to June 4, as the bridge was in use May 19. We feel also that no liquidated damages should have been charged, because we were finished before the grading was done, and no damages occurred to the State of Oregon.

Yours very truly,

UNDERWOOD & RICHARDS CONSTRUCTION CO., INC.

By Donald W. Underwood

DWU:mu

FORM E-122X 10M 8-67

RECEIVED
DEC 8 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
I-80N-7(19)346
6890
Claim File

FILED
DEC 5 1967
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 5 2 54 PM '67
CLAY MYERS
SECRETARY OF STATE

December 5, 1967

Tri-State Painting Company
9100 S. E. Stanley Avenue
Portland, Oregon 97206

Attention: Mr. Peter R. Kreiter
President

Gentlemen:

This is to acknowledge receipt of your claim letter of November 29 stating that Underwood and Richards Construction Company owes you $3,180.50.

You state this is in reference to the Underwood and Richards Construction Company, Inc., Contract No. 6890 for construction of the Durbin Creek Road Undercrossing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker County.

The United Pacific Insurance Company through Gordon Randall Insurance Agency, 1036 Wall Street, Bend, Oregon, furnished the performance bond on this contract. We will notify them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

cc Underwood & Richards Constr. Co., Inc.
United Pacific Insurance Company
Gordon Randall Ins. Agency
Hon. Clay Myers - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

C. W. HEAD

RECEIVED
DEC 8 - 1967
OREGON
STATE HIGHWAY COMMISSION

TELEPHONE PROSPECT 5-9550

TRI-STATE PAINTING COMPANY

CONTRACT PAINTING AND SAND BLASTING

BRIDGES ★ TOWERS ★ TANKS ★ SHIPS

9100 S. E. STANLEY AVENUE :: PORTLAND 6, OREGON

November 29, 1967

Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. C. H. Mason

Re: Underwood & Richards
Construction Co.
General Contractors on-
Job: Durbin Creek Undercrossing
Project No: 6890
Bridge No: 9125
Location: Baker County

Sir:

This letter is to put you on notice that this firm, as Sub-Contractors, have not received final payment on the subject job which has been completed, approved, and paid for, sometime ago, by the State Of Oregon.

The amount remaining unpaid is $ 3,180.50

Very truly yours,

TRI-STATE PAINTING CO.,INC.

Peter R. Kreiter

Peter R. Kreiter, President

PRK:km

RECEIVED
NOV 3[illegible]

UNITED STATES GOVERNMENT

Memorandum

FOR

I-80N-7(19)346

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6790

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 24, 1967

In reply refer to: 08-35-DA

SUBJECT: Oregon Project ERFO 101(2), Upper and Lower Salt Creek Bridges (Contracts 6566 and 6567)
Oregon Project I-80N-7(19)346, Durbin Creek Road Undercrossing (Contract 6890)

After reviewing Mr. Edwards' letter dated November 8 concerning liquidated damages on Oregon Projects I-80N-7(19)346 and ERFO 101(2), it is apparent that there has been a misunderstanding of the intent of our memorandums dated September 28 and October 17.

Mr. Edwards states that the liquidated damages being assessed may well cover the above amounts. We feel that the regular liquidated damages of $6800 and $1200 being assessed have no association with the chargeable engineering expenses after the end of the period liquidated damages were assessed. In other words, the liquidated damages assessed to a certain date is one matter and the engineering charges assessed after that date during a controversial period which has been discussed to some length in our recent correspondence is another.

In response to the specific requests in your letter dated November 8 on Oregon Project ERFO 101(2), this office will concur to a liquidated damage assessment of $6800 plus $599.55 engineering charges for a total of $7399.55.

Likewise, we will concur in a liquidated damage assessment on Oregon Project I-80N-7(19)346 of $2300 plus $76.58 engineering charges for a total of $2376.58.

Copy - Marshall
11-29-67

NOTED
JOHN EDWARDS

NOTED
JOHN EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FILED
NOV 14 1967
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Nov 14 4 18 PM '67
CLAY MYERS
SECRETARY OF STATE

File No. [illegible]
1342

I-8(N)-7(19)346
1.1 71

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 13, 1967

Concrete Service Company
1260 S. E. Timberline Avenue
Beaverton, Oregon 97005

Attention: Mr. Hewett Warrens

Gentlemen:

This is in reply to your claim letter of November 9 and attached statement stating that Underwood and Richards owes you for joint sealing in the amount of $509.70.

This appears to be in reference to the Underwood and Richards Construction Company Contract No. 6890 for construction of the Durbin Creek Road Undercrossing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker County. This contract was accepted by the State Highway Commission on August 28, 1967.

The United Pacific Insurance Company through Gordon Randall Insurance Agency, 1036 Wall Street, Bend, Oregon, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond.

Please advise this office when your claim has been paid.

Very truly yours,

NOTED ON CARD
wlw

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
FLOYD QUERY

By
C. W. Head, Assistant Secretary

RECEIVED
NOV 16 1967
OREGON
STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Gordon Randall Ins. Agency
Underwood & Richards Constr. Co.
Commissioners
Hon. Clay Myers

Please acknowledge receipt of this claim on the attached copy of this letter.

NOTED
C. W. HEAD

TYPE A OIL ASPHALT
HOT-POUR RUBBER ASPHALT
SS-S-164 and SS-S-167
SEALANT APPLICATORS
Sewage Plants
Reservoirs
Highways
Bridges
Airports
Buildings
Retaining Walls
EPOXY REPAIRS
Bridges
Buildings
Processing Plants
Floors, etc.
SANDBLASTING
WATERPROOFING

Concrete Service Company

JOINT SEALING SPECIALISTS

Epoxies • Polysulfides • Polyurethanes

Distributor and Applicator of "Delastic" Neoprene Compression Seals

1260 S. E. TIMBERLINE AVENUE, BEAVERTON, OREGON 97005

Office and Home
Area Code 503
Phone 644-3207

November 9, 1967

Contract
6890

Mr. Floyd Query, Secty.
Oregon State Highway Commission
Highway Building
Salem, Oregon

Dear Floyd:

Pursuant to our conversation of a few weeks ago, I have enclosed an official advice to the Commission regarding Underwood & Richards for the Durbin Creek job.

I never thought that I would bite on the same hook twice, but I guess I did. I went to Klamath Falls to install the joints in the Link River Bridge on Mr. Underwood's promise that he would pay me on completion. Well, you guessed it, he disappeared when I was half done. I have known and respected Mr. Norm Kriebel, the Resident Engineer, for many years and when he said the State was most anxious to open the bridge and any delay would be unfortunate at this time, I went ahead and completed the joints to our mutual satisfaction. I suppose it is too early to tell whether or not I'll be paid by Underwood & Richards, but the Superintendant stated that I was one of many in the same situation.

Thank you for your kindness and time in seeing me the other day.

Very truly yours,

CONCRETE SERVICE COMPANY

Hewett Warrens

HW:vw

Cc - The claim has not been filed with us The Contract was accepted 8-28-67

76

NOTED
FLOYD QUERY

RECEIVED
NOV 1 0 1967
OREGON
STATE HIGHWAY COMMISSION

TYPE A OIL ASPHALT
HOT-POUR RUBBER ASPHALT
SS-S-164 and SS-S-167
SEALANT APPLICATORS
Sewage Plants
Reservoirs
Highways
Bridges
Airports
Buildings
Retaining Walls
EPOXY REPAIRS
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SANDBLASTING
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Concrete Service Company

JOINT SEALING SPECIALISTS

Epoxies • Polysulfides • Polyurethanes

Distributor and Applicator of "Delastic" Neoprene Compression Seals

1260 S. E. TIMBERLINE AVENUE, BEAVERTON, OREGON 97005

Office and Home
Area Code 503
Phone 644-3207

November 9, 1967

Oregon State Highway Commission
Highway Building
Salem, Oregon

Re: OSHD Contract #6890
Durbin Creek Rd. UXing
Huntington, Oregon

Gentlemen:

Please be advised that Underwood and Richards, the Prime Contractor on the above job, has not paid me in full as the enclosed copy of my last statement to them indicates.

Very truly yours,

CONCRETE SERVICE COMPANY

Hewett Warrens

HW:vw

RECEIVED
NOV 1 0 1967
OREGON
STATE HIGHWAY COMMISSION

TYPE A OIL ASPHALT
HOT-POUR RUBBER ASPHALT
SS-S-164 and SS-S-167
SEALANT APPLICATORS
Sewage Plants
Reservoirs
Highways
Bridges
Airports
Buildings
Retaining Walls
EPOXY REPAIRS
Bridges
Buildings
Processing Plants
Floors, etc.
SANDBLASTING
WATERPROOFING

STATEMENT

Concrete Service Company

JOINT SEALING SPECIALISTS

Epoxies • Polysulfides • Polyurethanes

Distributor and Applicator of "Delastic" Neoprene Compression Seals

1260 S. E. TIMBERLINE AVENUE, BEAVERTON, OREGON 97005

Office and Home
Area Code 503
Phone 644-3207

November 1, 1967

Underwood & Richards
P. O. Box 1050
Bend, Oregon 97701

Re: Joint Sealing - Durbin Cr. - Huntington, Oregon

Original Invoice:	$2,068.00
Less paid on a/c 10-2-67:	1,558.30
Balance owing since 6/4/67:	$ 509.70

RECEIVED
NOV 10 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 9 - 1967
FOR FILING

I-80N-7(19)346

6890

November 8, 1967

6054

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Durbin Creek Road Undercrossing
Contract No. 6890
FAP No. I-80N-7(19)346

Your File: 08-35-DA

Dear Sir:

I have your memo of September 28 concerning time extension on the above project.

Engineering chargeable to the contractor's operations is $76.58 for one man for two partial days; one partial day going over the work and one partial day's inspection of the actual installation of the joint sealer on June 4, 1967. There is a possibility that the $1,200 proposed assessment may well cover these charges.

May we have your concurrence in our original request of September 20, 1967, i.e., that the contractor be assessed 12 days' liquidated damages ($1,200) and that liquidated damages be waived for the remaining 23 days ($2,300) of the total 35-day overrun.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young

CAG:jf/TE:ja

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 28, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(19)346
Durbin Creek Road Undercrossing
Lime-Malheur County Line Section, Old Oregon Trail Highway
Time Extension (Mr. Klaboe's July 19 and Mr. Edwards September 20, 1967 letters)

We concur in extending the contract time seven calendar days without penalty to cover the time required to perform the work required under Extra Work Orders Nos. 1 and 2.

From the information this office has it appears that the delay in placing the neoprene joint sealers was caused by actions or lack of action by the contractor or his subcontractor and was not due to circumstances beyond their control. Therefore, according to the terms of Article 8.8, Adjustment of Contract Time, General Special Provisions, January 1966, the contractor is not entitled to a contract time extension.

Your latest letter mentioned that the structure was open to traffic from May 19 to June 3, 1967, the period that you recommend liquidated damages be waived. It is true this did satisfy the terms of the first paragraph of Article 8.7 concerning extra costs to the traveling public, but it is probable additional engineering costs were incurred. Since these are additional costs to the public we believe they should be fully recovered from the contractor.

NOTED
TOM EDWARDS

Merchant - R/W

Copy - Young
Merrill
Ellis

RECEIVED
OCT 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 1, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-80N-7(19)346

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

6890

SUBJECT: Oregon Project I-80N-7(19)346
Lime - Malheur County Line Section
Durbin Creek Undercrossing
Project Acceptance (Mr. Young's October 19, letter and attachments)

The contract work has been completed satisfactorily. However, we cannot accept the project until the liquidated damages which should be charged to the project are resolved. In reference to this, please refer to your letter of September 20, 1967 and our memorandum of September 28, 1967. We are particularly interested in the liquidated damages which should be assessed because of the contractor's delay in placing the neoprene joint sealers.

NOTED
E. B. KLABOE

11-3-67

REFERRED TO
Young - Morgan
BY ASST. STATE HWY. ENGR.

RECEIVED
NOV 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 1 - 1967
FOR FILING

Memorandum

I-80N-7(19)346

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6890 O.W. Parsons

FROM : O. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 28, 1967

In reply refer to: 08-35-DA

SUBJECT: Oregon Project I-80N-7(19)346
Durbin Creek Road Undercrossing
Lime-Malheur County Line Section, Old Oregon Trail Highway
Time Extension (Mr. Klaboe's July 19 and Mr. Edwards September 20, 1967 letters)

We concur in extending the contract time seven calendar days without penalty to cover the time required to perform the work required under Extra Work Orders Nos. 1 and 2.

From the information this office has it appears that the delay in placing the neoprene joint sealers was caused by actions or lack of action by the contractor or his subcontractor and was not due to circumstances beyond their control. Therefore, according to the terms of Article 8.8, Adjustment of Contract Time, General Special Provisions, January 1966, the contractor is not entitled to a contract time extension.

Your latest letter mentioned that the structure was open to traffic from May 19 to June 3, 1967, the period that you recommend liquidated damages be waived. It is true this did satisfy the terms of the first paragraph of Article 8.7 concerning extra costs to the traveling public, but it is probable additional engineering costs were incurred. Since these are additional costs to the public we believe they should be fully recovered from the contractor.

NOTED
TOM EDWARDS

Merchant - R/W

Copy - Young
Meiser
Gen Files

RECEIVED
OCT 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 20 1967
FOR FILING
I-8(N-7(19)346
6890

C

September 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Durbin Creek Road Undercrossing
Contract No. 6890
FAP No. I-80N-7(19)346

Dear Sir:

This contract allotted 250 calendar days to complete the work which forecast a completion date of April 30, 1967. The work was essentially completed and opened to traffic on May 19, 1967 and entirely completed on June 4, 1967. A total of 285 calendar days were charged through the contract period.

Work remaining to be done on May 19, 1967 consisted of placing neoprene joint sealer in deck expansion joints, a minor item. This was placed June 4, 1967.

With your concurrence, I propose to recommend to the Highway Commission that for the period May 1 through May 18, 1967 the contractor be granted seven calendar days without assessment of liquidated damages because of delays to his operations occasioned by the performance of extra work and that he be assessed liquidated damages for the balance of the period (11 calendar days); that liquidated damages be waived for the period May 19, 1967 through June 3, 1967 (16 calendar days) as the structure was opened to traffic; and that he be assessed liquidated damages for June 4, 1967 (one calendar day), the day spent in installing the neoprene joint sealer.

In summary, this waives assessment of liquidated damages on 23 days ($2,300) and assesses the contractor 12 days ($1,200) liquidated damages.

This request supercedes and cancels our request of July 19, 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
A. F. Parson

CAG:jf ja

RECEIVED
AUG 28 1967

I-80N-7(19)346
6890

August 28, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 4, 1967, on Contract No. 6890. The contract was with Underwood and Richards Construction Company, Inc., and was for construction of the Durbin Creek Road Undercrossing on the Old Oregon Trail (I-80N) in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for your confirmation at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
A. F. Parson

srb fn

RECEIVED
AUG 28 1967

I-80N-7(19)346
6890

August 28, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6890 awarded to Underwood and Richards Construction Company, Inc., for construction of the Durbin Creek Road Undercrossing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker County was completed on June 4, 1967, and accepted by the Highway Commission on August 28, 1967.

Final payment in the amount of $7,932.99 will be released to the contractor after September 5, 1967. The total contract amount is $166,061.36 including $1,335.24 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Underwood and Richards Constr. Co., Inc.
P. O. Box 1050
Bend, Oregon 97701

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 10 1967
FOR FILING

I-80N-7(19)346
6890

August 10, 1967

Empire Building Material Company
9255 N. E. Halsey Street
Portland, Oregon

Attention: Mr. Frank Spangler
President

Gentlemen:

This is in reply to your letter of August 7 requesting information so that you may file a claim against the bond for Underwood and Richards Construction Company covering the Durbin Creek Road Undercrossing.

This appears to be in connection with the Underwood and Richards Construction Co., Inc., Contract No. 6890 for construction of the Durbin Creek Road Undercrossing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker County.

United Pacific Insurance Company through Gordon Randall Insurance Agency, 1036 Wall Street, Bend, furnished the performance bond on this contract which is given to assure completion of the contract.

Attached are excerpts from the Oregon Revised Statutes relating to public contracts. Pages 2 and 3 outline the execution and contents in preparing a notice of claim.

Upon receipt of your claim in this office, we will file it with the Secretary of State and will notify the surety and the principal contractor. This filing will protect your claim under the bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment
CWH:fkn

EMPIRE BUILDING MATERIAL CO.

9255 N.E. HALSEY STREET • Alpine 4-6535 • PORTLAND 20, OREGON

August 7, 1967

Mr. Floyd Query
Secretary to Highway Commission
State of Oregon Highway Office Bldg.
SALEM, OREGON 97303

#6890

Dear Mr. Query:

I wish to file against the bond for Underwood & Richards. The Job Contract Number, I understand is #9125 for Durbin Creek Undercrossing, Huntington, Oregon.

We furnished material and have only received partial payment to this date. Would you please advise me concerning the procedure and send the forms to use if there are such.

Sincerely,

Frank Spangler

Frank Spangler, President
EMPIRE BUILDING MATERIAL CO.

FS:lg

Cc

RECEIVED
AUG 8 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUL 24 1967
FOR FILING

6890

July 19, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Dear Sir:

Re: Durbin Creek Road Undercrossing
Contract No. 6890
FAP I-SOH-7(19)346

This contract alloted 250 calendar days to complete the work. Two hundred and eighty-five calendar days were charged through to completion of the work.

The resident engineer's observations of the contractor's construction activities indicate 3.5 work days spent in performing work under OEW No. 1, 35 hours spent in performing work under OEW No. 2, but no job time lost, and two work days spent in performing work under PA No. 2, or a total of 5.5 work days. Work days prorated to calendar days indicate a seven calendar day loss to the job.

With your concurrence I propose to recommend to the Highway Commission that the contractor be granted a seven calendar day extension without assessment of liquidated damages and that he be charged liquidated damages for the excess time consumed. This amounts to an assessment of $2,800.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

CAG:jf mc
be Forrest Cooper
R. L. Porter
I. D. Merchant
C. H. Maison
L. H. Young
A. F. Parson

RECEIVED
AUG 16 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. BRIDLEY, MEMBER
WAUCOMA
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

I-80N-7(19)346
6890

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on June 4, 1967, on Contract No. 6890, Lime-Malheur County Line Section, in Baker County, in connection with Federal-Aid Project No. I-80N-7(19)346.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 7-26-67

Conditions noted on above date:

None

RAN:

A. W. Parsons
Division Engineer

to: Forrest Cooper
L. H. Young

By: G. R. Brooks
District Engineer

NOTED
F. B. KLABOE

Refd to Young 8-16-67

RECEIVED
AUG 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form 69-129
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: September 21, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(19)346
Durbin Creek Road Undercrossing

Our Washington office, in their review of the plans for this project, has pointed out that 3/16-inch fillet welds are shown for the intermediate stiffeners. Since the proposed 1965 AASHO Specifications for Highway Bridges is increasing the weld size for this and several other connections, they recommend that Oregon adopt the use of the heavier welds now.

It is our understanding that although work has not started on the fabrication of steel for this structure, the fabricator is ready to start work and arrangements are being made this week for inspection of the work by State inspectors. In view of this situation, we will make no recommendations to have weld sizes changed on this project.

We do, however, recommend that the proposed AASHO specifications be followed on new work and work under design, where conveniently possible.

According to our Washington office, the new specification, which has been adopted by the AASHO Bridge Committee but has not yet been published, reads as follows:

> "The minimum fillet weld size shall be as shown in the following table except the minimum size fillet weld connecting parts carrying primary stresses shall be 1/4-inch in lieu of 3/16-inch shown in the table....Stiffeners, diaphragms, and lateral bracing shall have minimum 1/4-inch fillet welds."

Copy to Bridge Dept 9-26-66

OFFICE OF STATE HIGHWAY ENGINEER

NOTED TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 31 1966
FOR FILING

I-80N-7(19)346

6171

August 30, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 24, 1966, on Contract No. 6890, Lime - Malheur County Line Section, in Baker County, in connection with Federal-Aid Project No. I-80N-7(19)346.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:ko

RECEIVED
AUG 11 1966
FOR FILING

INT(m)3
(590)

August 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 2, 1966 is requested in the award of contract for the Durbin Creek Road Undercrossing, Project No. I-80N-7(19)346.

The contractor receiving the award is Underwood and Richards Construction Co. Inc. of Bend in the amount of $165,746.00 with the contract No. 6890 assigned. This bid was received on July 28, 1966 and awarded August 8, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4,-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the state's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:el

RECEIVED
AUG 10 1966

FORM E-125

FO[illegible]ING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6176

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Underwood and Richards
Construction Co., Inc.
P. O. Box 1050
Bend, Oregon 97701

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6890 for the following project:

Durbin Creek Road Undercrossing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker County.

This award was based on your bid of $165,746 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc L. H. Young
F. D. Morgan
C. D. Matthis (BIAC)
I. D. Merchant

RECEIVED
JUL 15 1966
FOR FILING

Form CD-121 (11-63) (Pres. by E.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 6, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(19)346
Durbin Creek Road Undercrossing
Lime-Malheur County Line Section
Structure

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way and control of access rights have been acquired with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's June 24 and June 30, 1966 reports.

Mr. Young's July 5, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

The completion date in the existing contract for I-80N-7(18)341 is June 30, 1967. It appears the contract work will be completed prior to that date and the road will be opened to traffic. There is no statement in the special provisions of this contract which warns the prospective bidder of the possibility of having to work under traffic. The special provisions should be revised to include this information.

Attachment

REFERRED TO
By Asst. State Hwy. Engr
7-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 11 1966
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 202-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 6, 1966

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Chase's June 16, 1966 letter requested inclusion of one item in the subject program as a Stage 2 project. Approval of this action is effective this date for the following project:

Item	Project	Location	Work
452	I-80N-7(19)346	Durbin Creek Road	1 under X-ing Str.

This approval provides for a total estimated cost of $192,000 of which $176,000 is reserved as Federal-aid Interstate funds.

REFERRED TO
Yours
By Asst. State Hwy. Engr.
7-11-66

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P
(PPM

	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	I80N 2.0 mi. S. of N. Huntington Interchange 21 65	ADT	1,950	4,100 (68) (70)	8 (71)

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUT
CARD 3	Undercrossing Structure 28 62	(63) (65)	(66) (69)	(69)	(70)	(71)	(72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD 4	Interstate	Bake	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					PE		I80N 2.0 mi. S. of N. Huntington Interchange (Durbin Creek Rd. Undercrossing)			
5					ROW					
5					CONST (CODE)			0.0	192,000	176,000
								0.0	192,000	176,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (3

I-80N-7(18)341. This
I-80N-7(18)341 but was
separate project due B

1

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		1,950	4,100	86	35	Oregon	35	042	452

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER (5)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					I-	80-7(19)		346	N.

COUNTY NAME: Baker — CODE: 001

ROUTE NO. I — FEDERAL-AID: I-80N — STATE: — U.S.: I-80N

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					One undercrossing structure, length 347', HC 28'. (Steel deck Girder) ROW - 275' min; access control - full; parking restrictions - complete
0.0	192,000	176,000	16,000		
0.0	192,000	176,000	16,000		

REMARKS: Additional data - Item 420, Project I-80N-7(18)341. This structure was originally programmed under I-80N-7(18)341 but was withdrawn at PS&E stage to be programmed as a separate project due BPR memorandum of October 8, 1965.

USCOMM DUSCOMM-DC 46908-P61

1-8326 Oxman-Malheur Co. Line Rock Production Project 1966

#6891

RECEIVED
JAN 30 1967
FOR FILING

1-8326
6891

January 27, 1967

Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6891 awarded to Rogers Constr. Inc., for rock production on the Cuman-Malheur County Line Section of the Old Oregon Trail Highway in Baker County was completed on November 25, 1966 and accepted by the Highway Commission on January 26, 1967.

Final payment in the amount of $2,125.00 will be released to the contractor after February 3, 1967. The total contract amount is $42,108.98 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Rogers Constr. Inc.
11760 N.E. Glisan
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
1001 US National Bank Bldg.
Portland 4, Oregon

bc L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JAN 27 1967
FOR FILING

1-8226

6891

January 26, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 25, 1966, on Contract No. 6891. The contract was with Rogers Construction, Inc. and was for rock production on the Cannon-Malheur Line Section of the Old Oregon Trail (I-80N) in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented for confirmation at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

srb bg

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Oxman-Malheur Co. Line	WEEK ENDING: December 17, 1966
		SECTION PREFIX: 1-8326
	HIGHWAY: Old Oregon Trail	COUNTY: Baker
NAME OF JOB: Oxman-Malheur Co. Line Sec.	KIND OF WORK: Rock Production	
CONTRACTOR: Rogers Construction, Inc.	CONTRACT NUMBER: 6891	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 8, 1966	DATE WORK STARTED: October 24, 1966	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS: 80	WORK DAYS USED CALENDAR DAYS USED: 94
PROJECT AUTHORIZATION: $47,812.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 117
EXCLUSIVE OF ENGINEERING: $44,412.50	ENGINEERING AUTHORIZATION: $3,400.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $42,109.40	ENGINEERING COST TO DATE: $2,150.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: [redacted] UNDERRUN: 7.5%	PERCENT OF AUTHORIZATION: 63 %	DATE PROJECT WAS COMPLETED: November 25, 1966 Semi-final submitted 12-16-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,072.7		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,072.7		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Hauling.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 19 1966
CONSTRUCTION
DIV.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is complete and semi-final estimate has been submitted.

Final Report.

SIGNED F. V. Blickenstaff LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM G-123

RECEIVED
AUG 10 1966

COMM

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6491

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Rogers Construction, Inc.
11760 N.E. Glisan
Portland, Oregon

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6491 for the following project:

Ouman-Malheur County Line Rock Production Project in Baker County.

This award was based on your bid of $42,500 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
C. D. Mattila (SIAC)
I. D. Merchant

RECEIVED
MAR 1 - 1967
FOR FILING
2-3408
6892

March 1, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6892 awarded to Dalke Construction Company for construction of the Corvallis Office Building in Benton County was completed on January 17, 1967, and accepted by the Highway Commission on February 28, 1967.

Final payment in the amount of $2,911.55 will be released to the contractor after March 8, 1967. The total contract amount is $97,051.60 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Dalke Construction Company
P.O. Box 5055
Salem, Oregon 97304

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 1 - 1967
FOR FILING

2-3408

6892

February 28, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed January 17, 1967 on Contract No. 6892. The contract was with Dalke Construction Company and was for construction of the Corvallis Office Building in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 28, 1967 and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
R. D. Asburry

bg ja

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Office Building at Corvallis		WEEK ENDING: October 21, 1966
		SECTION PREFIX: 2-3408
HIGHWAY: Corvallis-Newport		COUNTY: Benton
NAME OF JOB: Office Building at Corvallis	KIND OF WORK: Structure	
CONTRACTOR: Dalke Construction Company	CONTRACT NUMBER: 6892	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 8, 1966	DATE WORK STARTED: August 19, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 10 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 60
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 40%
PROJECT AUTHORIZATION: $ 131,798.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 30%
EXCLUSIVE OF ENGINEERING: $ 122,425.93	ENGINEERING AUTHORIZATION $ 9,372.32	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 117,154.00	ENGINEERING COST TO DATE $ 2,500.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN 4 %	PERCENT OF AUTHORIZATION 26 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	30%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Fair	1		
MONDAY 17	Fair	1	0	
TUESDAY 18	Fair	1	0	
WEDNESDAY 19	Showers	1	0	
THURSDAY 20	Rain	1	0	
FRIDAY 21	Showers	1	0	
SATURDAY				

RECEIVED
OCT 24 1966
CONSTRUCTION
S.H.D. CI.

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	5 men performing misc. carpentry. 6 men applying roof throughout. 2 men roughing in plumbing. 1 man roughing in electrical. Maintenance crew working in parking area all week.
TUESDAY	5 men completing sheathing of building exterior. 3 men roughing in plumbing and electrical.
WEDNESDAY	5 men enclosing soffit and performing misc. carpentry. 3 painting soffit and roof flashing. 1 plumber and 2 electricians working.
THURSDAY	5 men performing misc. carpentry. 3 painters priming fascia and soffit of roof overhang. 1 plumber and 2 electricians working.
FRIDAY	All activity generally same as yesterday.
SATURDAY	

REMARKS

Building is framed, sheathed and roof has been applied. Roughing in electrical & plumbing.
Maintenance crew completed storm sewer system, placing base rock in parking area.
Subcontractors working during week:
McGilchrist XXXXXXXXXXXXXXXX (roofing)
Beaver XXXXXXXX Plumbing
Linco Electric
~~Jim Burkhart (painting)~~

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 24 1966
AM PM
7 8 9 10 11 12 1 2 3 4 5 6

SIGNED Jack Davis, RRE LOCATION Corvallis

PRIME RESIDENT: SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 10 1966

FORM 6-123

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6892

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
August 9, 1966

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Dalke Construction Company
P. O. Box 5055
Salem, Oregon

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6892 for the following project:

Construction of Corvallis Office Building on Corvallis-Newport Highway in Benton County.

This award was based on your bid of $97,154 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
C. D. Mathis (ELAC)
I. D. Merchant

FORM E-30 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1966

SUBJECT: Corvallis Office Building

To: Mr. Tom Edwards
Assistant State Highway Engineer
D e p a r t m e n t

Returned herewith the preliminary plans on the subject building together with a small overlay showing a revision in the mop closet and Police storage and a plot plan showing the parking lot. These drawings have been shown and/or discussed with Gordon A. Graber, Field Services Supervisor, Motor Vehicle Department; Gordon Shattuck, Director, Administrative Service, Public Utilities Commission; and Ray Howard, Captain, Local District, State Police. Howard in turn reviewed these plans with State Police Superintendent Holly Holcomb.

Graber was quite satisfied with the plans, indicating that as drawn they would suffice for the Motor Vehicle Department whether the P.U.C. shares a portion of the rooms designated for the M.V.D. or not. Shattuck indicated that the P.U.C. will not need an office at Corvallis, since their office at Albany is close enough to serve this area. If they eventually change their minds, a clerk and desk behind the M.V.D. public counter would serve their purposes, which, as indicated above, Mr. Graber's department would be agreeable to.

Howard's only request was that the State Police offices be located on the front side of the building. This will result in our Resident Engineers' offices facing south instead of north, as is most desirable, but it is only proper to accommodate Howard's request. The Resident Engineer's office in the southwest corner of the building should have a door on the west wall with a sidewalk leading to it. As this room will likely be used by the crew in the area with the largest amount of personnel, the closets should be rearranged to give the larger amount to this room.

Three changes are recommended in the parking lot:

1. Changing the radii in the exterior loop as shown to better accommodate truck traffic and cars headed for the front of the building.

2. Painting of the odd shaped islands on the west end of the parking lot to lower construction costs, improve the ease of maintenance and make a safer facility.

3. Extending the parking lot ten feet westerly to accommodate a row of parallel parking at the westerly end of the curbed area around the building. This parallel parking is needed by the Motor Vehicle

Department for license examinations.

The traffic plan as proposed has one undesirable feature in that all vehicles leaving the office building parking lots must cross the path of all incoming vehicles. This conflict is shown with the crossed red arrows in the lower left corner of the parking lot. A revised traffic pattern would eliminate this but would not as readily lead cars to the front of the building and for this reason is not recommended. We may be subject to some criticism for this conflict but since the volumes may be light, a change is not recommended.

R. D. Asburry
Division Engineer

By [signature]
Gerald Wimer
Assistant Division Engineer

GW:am

RECEIVED

RECEIVED
APR 30 1965
FOR FILING

FORM E-80X—80M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1965

To: Memo to Files:

SUBJECT: Estimate of Cost
Corvallis Office Building

This estimate is based on the floor plan as shown on Drawing No. 19957 which includes all offices and is 20' longer than the Albany Building. Prices for this estimate are based on the 1961 building costs plus 15%.

Building	$92,100
Septic tank, disposal field and water lines	3,500
Total	$95,600

Landscaping and sidewalks are not included.

This estimate is within the budgeted $101,200 which Mr. Edwards said would be the top price.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:mm

cc: Mr. Thomas Edwards

NOTED
TOM EDWARDS

RECEIVED
APR 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1965

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1965

SUBJECT: Property Line Dispute
New Corvallis Maintenance Site

To:

Mr. Tom Edwards
Assistant State Highway Engineer

B u i l d i n g

Attached are the last two of Gerry Wimer's reports with the key sentences underlined.

Since the description and acreage of the property do not coincide, I would suggest that we consider the disputed property as having gone to the adjacent owner through adverse possession. I would also suggest that when our property is further improved with an office building the new fence we would then construct be placed on the line of the present fence which is accepted by all other property owners as the boundary line.

E. S. Hunter
Maintenance Engineer

ESH:je

Enclosure

NOTED
TOM EDWARDS

3-18-65

We Jun the action will be taken on this fence by maintenance.

Edwards
jm

FORM E-30X—50M—7-64 SP°6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1965

SUBJECT: Property Line Dispute
New Corvallis Maintenance Site
Parcel 1, R/W File 24235 - Thomas Neer

To: Mr. E. S. Hunter
Maintenance Engineer
D e p a r t m e n t

My February 9 report on the subject matter should have been more explicit in that we had by planimetering methods found within 0.1 of an acre that the disputed area was not included in the acreage—28.55—given for the subject taking. As requested, following that report, this area has been calculated. A comparison of these calculations is as follows:

Method of Determination	Excluding Disputed Area	Disputed Area	Total Taking
Planimeter	28.48	0.5	29.0
Calculated	28.28	0.49	28.77

As pointed out in my earlier report, when the 28.55 acres were arrived at the disputed property was apparently not considered part of the taking. This conclusion is based on the fact that the area tends to indicate this and, in addition, to the fact that our Right of Way Map 4B-23-3 was at one time colored up to indicate that the disputed area was not included as part of our taking.

R. D. Asburry
Division Engineer

By G. W. Wimer

G. W. Wimer
Assistant Division Engineer

GWW:AM

FORM S-90X—90M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1965

SUBJECT: Property Line Dispute
New Corvallis Maintenance Site

To: Mr. E. S. Hunter
Maintenance Engineer
D e p a r t m e n t

In response to my January 12 letter on the subject matter, Assistant State Highway Engineer Tom Edwards recently advised this office that we should ignore the request of the abutting owners who have, in the past, requested that we quitclaim our interest in the disputed area along the easterly side of the site. He also requested further information as to whether this disputed area was included in the acreage we acquired from Thomas Neer, Right of Way File 24235.

The metes and bounds description of Parcel 1 of that taking did include the disputed area, but the acreage given for that parcel—28.55 of an acre—is insufficient to include it. A check of the original tracing of Right of Way Map 4B-23-3 shows that at one time, and this must have been at the time our description was prepared, we considered our easterly property line to be the fence line or, in other words, that we did not know that we were purchasing the disputed property. This discrepancy, which involves about one-half acre, was apparently brought to light when we surveyed our property for fencing purposes. A new fence along this easterly line still has not been constructed due to this dispute.

Would you please forward a copy of this report to Edwards.

R. D. Asburry
Division Engineer

By

C. W. Winer
Assistant Division Engineer

GWW:ep:am
cc Floyd Scott
H. C. Johnson

FORM E-30X—50M—2-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 12, 1965

SUBJECT: New Corvallis Maintenance Site

To: Mr. E. S. Hunter
Maintenance Engineer
DEPARTMENT

O. C. Compton's, Mary J. (Fuller) Sasek's, S. Ed Burrier's, Ray M. Bonney's and Eric A. and Veva W. Lindquist's May 1963 requests for the Highway Department to relinquish title to some small areas along the easterly side of the subject property needs a reply, as from time to time they contact Johnson's office concerning the matter. There are four possibilities:

1. We can ignore the requests. This is hardly in keeping with our present "Good Neighbor" policy.

2. We can claim the disputed area by fencing it into our yard. This is not recommended, as we do not need the area and it will just make these people mad at the Highway Department.

3. We can sell the land east of Squaw Creek. A portion of this area could be considered excess. We should retain the wooded portion for screening and channel purposes. If this were done, we would either need to sell to one person without access to the highway or to each adjacent owner. The latter wouldn't be practical unless we were assured each would buy, which is unlikely. Selling to one person doesn't resolve the problem.

4. We can quitclaim our interest in the disputed area to the abutting owners. Assistant State Highway Engineer Tom Edwards, by November 16, 1964 letter says we will not do this. He gives no reason but inquired if we have title insurance. Staff Attorney James Kuhn, by November 23, 1964 letter says we do, but points out it excludes contested areas in possession of others such as this. He verbally advised me these people could likely secure by court action a clear title from us since:

   1. They were in possession.

   2. The fence has been recognized as the property line.

   3. Our original purchase, although describing beyond the fence, did not include the disputed area in the acreage we paid for.

Based on these reasons, the low value of the property in question and our good neighbor policy, I would recommend Edwards reconsider his decision. If it is still negative, we should be advised which of the alternatives above he wants followed so these people may be advised.

R. D. Asburry
Division Engineer

By
Gerald Wimer
Assistant Division Engineer

GW:ep
cc: Mr. Howard C. Johnson

RECEIVED
JAN 15 1965

RECEIVED
NOV 19 1964
FOR FILING

Salem, Oregon
November 16, 1964

Corvallis Maintenance Site

Mr. R. D. Asbury
Division Engineer
BUILDING

I have examined the file with respect to the Corvallis property.

We will not issue quitclaim deeds on this property. It would be of interest to have you determine if we hold title insurance.

Enc. (File)

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
R. L. Porter
E. A. Hunter (Enc - File)
D. H. Hoehring

NOTED
TOM EDWARDS

FORM E-30 5OM 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENTAL CORRESPONDENCE

To: Mr. John L. Phillips
Maintenance Office Engineer
Building

SUBJECT: File No. 24/95 - Noer
Corvallis-Philomath Section
Corvallis-Newport Highway
Benton County

I have checked the file on the Corvallis-Philomath Section relating to the boundary discrepancy adjacent to the Maintenance Site. I find that the matter was scheduled for the November 1963 Commission Agenda, and was to have been presented by Mr. Hinkle.

At the Agenda Meeting, a few days prior to the actual Commission meeting, the matter was discussed and questions were raised by Mr. Cooper. The matter was not placed on the Commission Agenda and nothing has been done since that date. There is apparently some objection to our quitclaiming the five areas involved, and I would suggest that you discuss the matter with Mr. Edwards.

I am sorry I cannot help you further on this matter, but since there has been an objection raised by the Front Office, their concurrence will need to be secured before the matter can be presented to the Commission.

C. H. Wilson
Chief Counsel

By D. H. Mechring
D. H. Mechring
Assistant Right of Way Engineer

DHM:gc

cc - G. E. Rohde

B/U 10-15-64

FORM H-90 8M 12-60 84070

2-C
Hold

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 1, 1964

SUBJECT:

To:
Mr. E. S. Hunter
Maintenance Engineer
D E P A R T M E N T

DMS Howard Johnson has received further inquiry from the property owners, abutting the easterly side of our new Corvallis Maintenance Yard, concerning the portion of our deeded area that they claim as their own.

On August 19, 1963, this office submitted data from which the areas in question could be quit-claimed to these abutting owners. Your August 23 letter submitted this same recommendation to Right of Way Engineer Walter T. Wright for execution. Copies of both these letters are attached. There is apparently some question in the Legal Department of whether this should be done or not.

I believe we owe these people at least a decision on our part and a follow-through on it. Would you please press the matter so that the inquiries may be answered.

R. D. Asburry
Division Engineer

By Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:cp
Enclosure
cc: Mr. H. C. Johnson

10-6-64 Copy to Dave Mushrung with request to advise us of present status. J.P.

NOTED
J. A. PHILLIPS

FORM E-90X—50M—5-62 45000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1963

SUBJECT: Corvallis Maintenance Site

To:

Walter T. Wright
Right of Way Engineer

Building

Attention: David Moehring

Attached are all the correspondence, sketch maps, title photostats, and the property descriptions involved in the request for a quitclaim deed of some of our maintenance yard at Corvallis to adjacent property owners.

As you will recall, I have discussed this matter previously with you and it was your opinion, together with Staff Attorney Jim Kuhn, that the adjacent owners would have some right in the property and could most likely acquire title from the previous owner by adverse possession.

Division II has made the necessary field ties and written descriptions for the parcels to be conveyed. They will also see that stakes are on the new property line for the use of the Right of Way people in negotiating with the property owners.

Please direct any inquiries for additional information to Mr. Wimer.

E. S. Hunter
Field Maintenance Engineer

ESH:je
Enclosure
cc R. D. Asburry
H. C. Johnson

NOTED
J. G. CANFIELD

RECEIVED
AUG 26 1963
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 3

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

..... Salem, Oregon .....
.....August 20, 1962.....

SUBJECT:

To:
Mr. I. A. DeFrance
Maintenance Engineer
D e p a r t m e n t

Attached are letters from O. C. Compton, Mary J. Sasek, S. Ed Burrier, Ray M. Bonney, and Eric A. and Vera W. Lindquist, requesting that we relinquish all that portion of the new Corvallis Maintenance Yard lying Easterly of an old established fence near our Easterly property line to them. This fence has been recognized for some years as the property line however, our deed calls for a line a short distance Easterly on their developed yards and gardens as shown on the attached sketch.

This matter has been discussed with Staff Title Attorney, Jim Kuhn, who recommends the area be quit claimed to them. This office concurs. If you agree would you process the attached photostatic copies of their deed records to the Right Of Way Division Office for preparation of the necessary directions and the attached original drawing of that sight to them for recording.

R. D. Asburry
Division Engineer

By: [signature]
Gerald W. Wimer
Assistant Division Engineer

GWW:jc
Enc.
cc: Howard Johnson

Description of Property to be Deeded to Abutting Owners

Note: The following descriptions were written to conform to the deeds of the abutting owners and will not necessarily agree with the distances and bearings of the drawing.

The following parcels are all in Township 12 South, Range 5 West of the Willamette Meridian, Benton County, Oregon.

O. C. Compton

Beginning at a point 484 feet west of the east line of Prior Scott Donation Land Claim #44 and 1161.3 feet south of the N.E. corner of said D.L.C., thence West 34.67 feet, thence north 3°04'30" East 180.26 feet, thence East 25 feet, thence South 180.0 feet to the point of beginning.

Described parcel contains 0.12 acre ±.

Mary J. Sasek (Mary J. Fuller)

Beginning at a point 484 feet west of the east line of Prior Scott Donation Land Claim #44 and 1251.3 feet south of the N.E. corner of said D.L.C., thence west 39.50 feet, thence north 3°04'30" east 90.13 feet, thence east 34.67 feet, thence south 90.0 feet to the point of beginning.

Described parcel contains 0.07 acre ±.

Roth (Burrier)

Beginning at a point 484 feet west of the east line of Prior Scott Donation Land Claim #44 and 134.3 feet south of the N.E. corner of said D.L.C., thence west 44.33 feet, thence north 3°04'30" east 90.13 feet, thence east 39.50 feet, thence south 90 feet to the point of beginning.

Described parcel contains 0.09 acre ±.

R.M. & T.M. Bonney

Beginning at a point 484 feet west of the east line of Prior Scott Donation Land Claim #44 and 1431.3 feet south of the N.E. corner of said D.L.C., thence west 49.17 feet, thence north 3°04'30" east 90.13 feet, thence east 44.33 feet, thence south 90 feet to the point of beginning.

Described parcel contains 0.10 acre ±.

E. A. & V. W. Lindquist

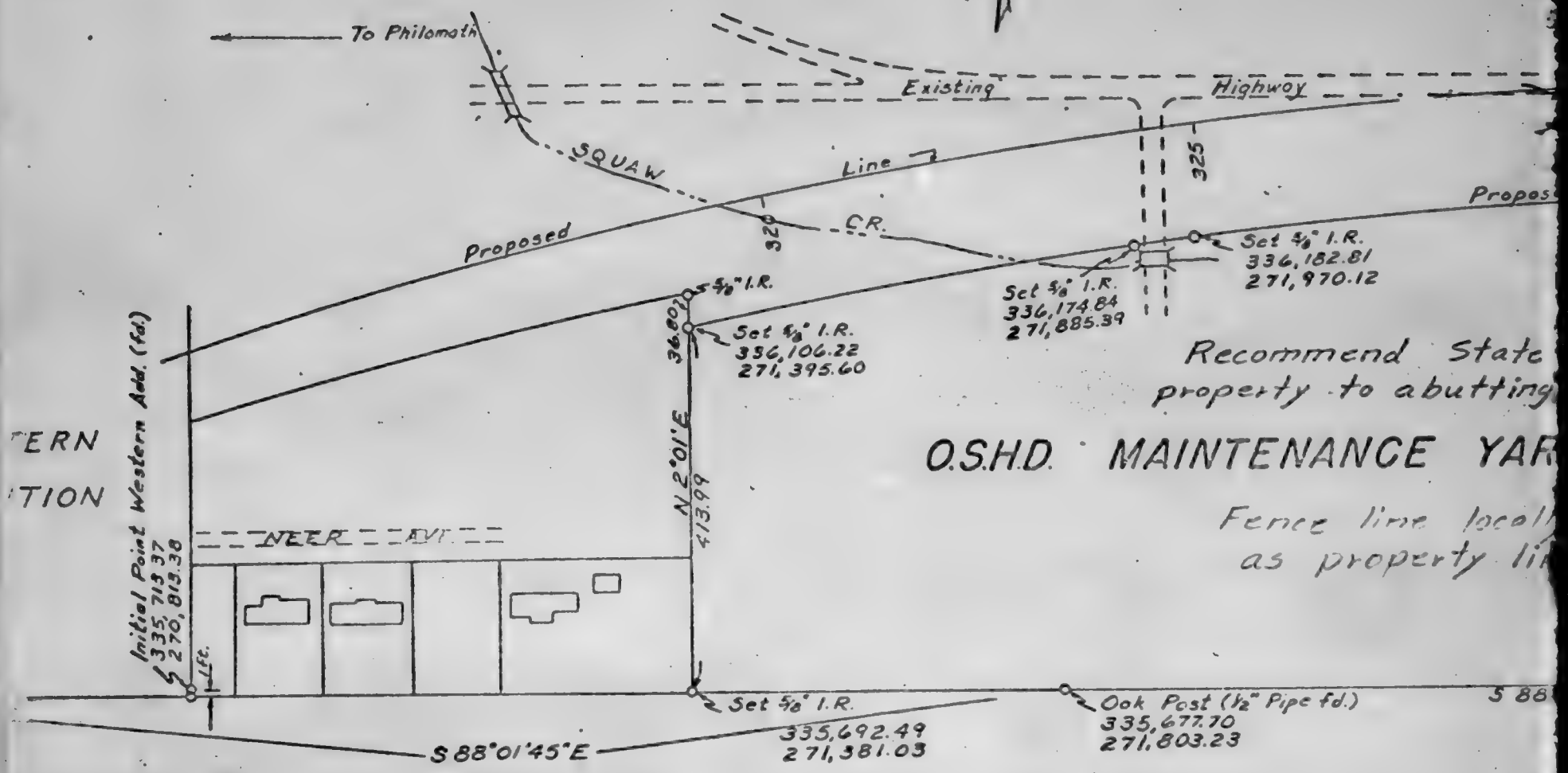
Beginning at a point 484 feet west of the east line of Prior Scott Donation Land Claim #44 and 1321.3 feet south of the N.E. corner of said D.L.C., thence west 54.0 feet, thence north 3°04'30" east 90.13 feet, thence east 49.17 feet, thence south 90 feet to the point of beginning.

Described parcel contains 0.11 acre ±.

14 203

Thos & Claribel Neer

D.L.C.



Recommend State
property to abutting

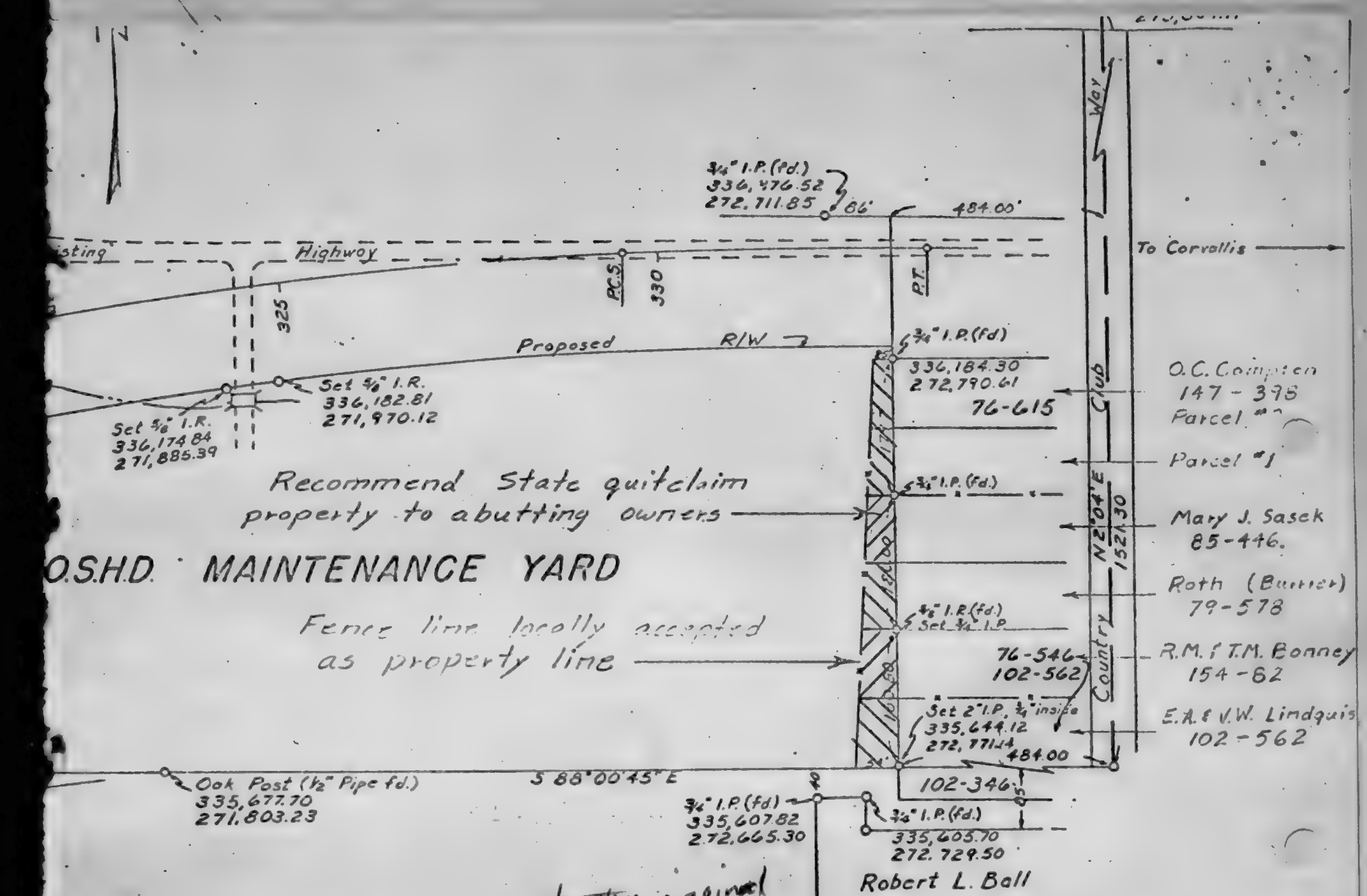
O.S.H.D. MAINTENANCE YAR

Fence line locall
as property li

1 who
co
2. wh
3. d

T. 12 S., R. 5 W., W.M. SECS. 3 & 4

Horizontal Control
Lambert Grid (North Zone)



1 who the original common owner was

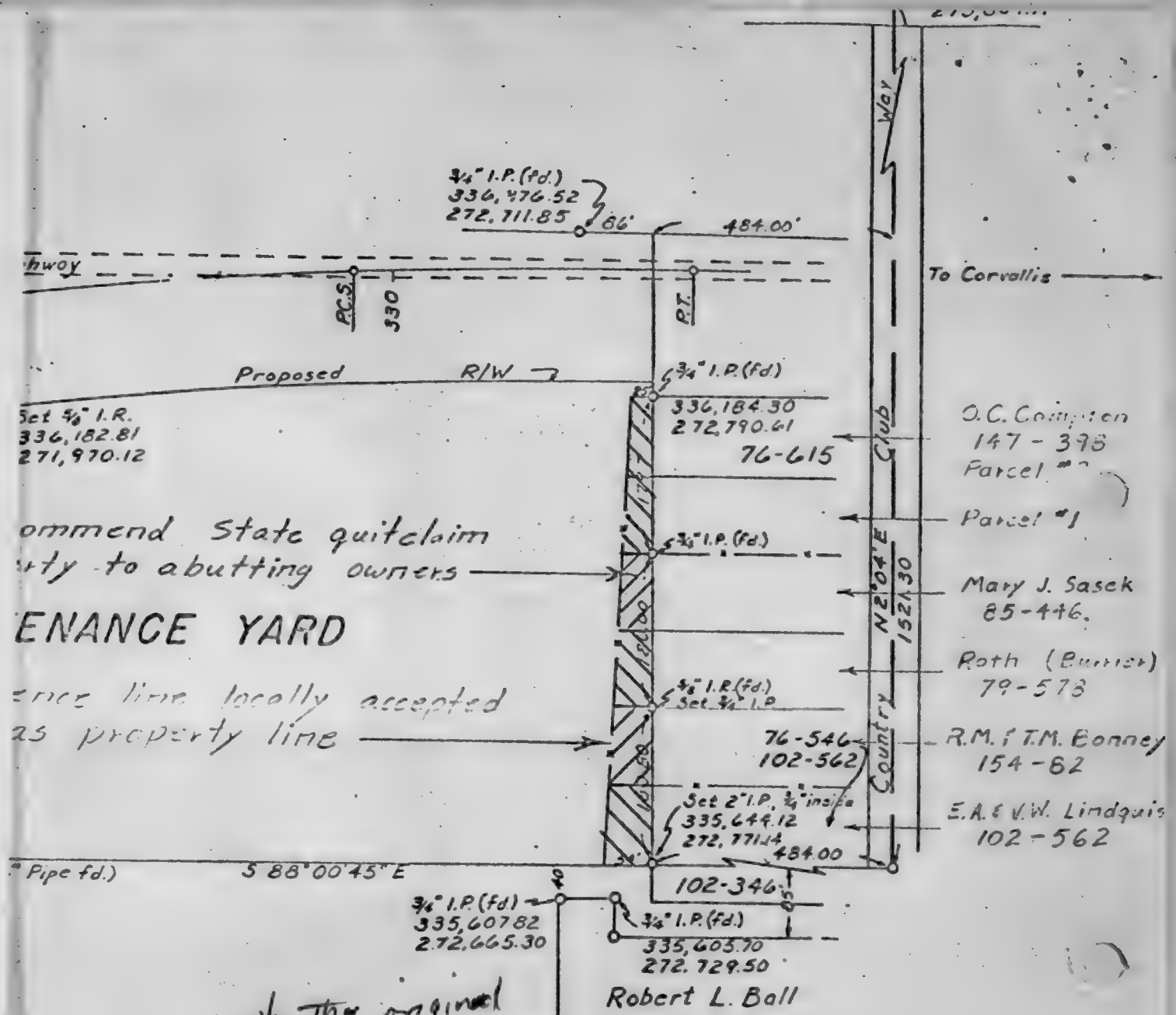
2. who did he buy from

3. dates on above

W.M. SECS. 3 & 4

al Control
(North Zone)

OREGON STATE HIGHWAY DEPARTMEI	
For	OREGON STATE HWY. DI
Highway	MAINTENANCE YARD
County	BENTON



1 who the original common owner was

3 & 4 2. who did he buy from

3. dates on above

OREGON STATE HIGHWAY DEPARTMEI	
For	OREGON STATE HWY. DI
Highway	MAINTENANCE YARD
County	BENTON

115-i-21

C&A 3115

RECEIVED
MAR 27 1967
FOR FILING
HE-1621
6893

March 24, 1967

Birmingham Fire Insurance Company
of Pennsylvania
505 Montgomery
San Francisco, California 974111

Gentlemen:

A post-final payment for $90 will be made to Steeck Electric Company on Contract No. 6893 for traffic signal installation at EighthStreet and Ivy Street on the Medford-Prevelt Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $4,760 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Mead, Assistant Secretary

fhm

cc Steeck Electric Company
P.O. Box 1243
Medford, Oregon 97501

C.H. Maison
Attn: John Herr

RECEIVED
APR 12 1967

115-1621
6893

No. 9

March 15, 1967

Steeok Electric Company
P. O. Box 1243
Medford, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 14, 1967, considered your request for an extension of time on Contract No. 6893 for traffic signal installation at Eighth Street and Ivy Street on the Medford-Provolt Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an additional 3 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gs

cc: L. R. Chandler
Arvey Nelson
L. H. Young
I. D. Merchant
C. H. Maisen

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OR STATE HIGHWAY DEPT.
BRIDGE DIVISION
JAN 1 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6893 Contractor Steeck Electric Co.

Highway Medford-Provolt Hwy

Section Eigth Street at Ivy Street

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~See letter, attached.~~

Grant three days without assessment of liquidated damages account delay occasioned by coordinating work with City of Medford at their request. Assess liquidated damages for additional 11 calendar days consumed.

Recommended for Approval:

John L. Adams
Division Engineer

Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No.	6893
Project designation	State (State-Federal)
Date awarded	August 8, 1966
Work started	November 18, 1966
Per cent completed	100% 1/24/67 (Date)
No. of Workdays Allowed	100 Cal. days
No. of Workdays Used	~~XXX~~ 114
No. of Added Workdays Requested	15

SP*8366-734

E-320 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 23, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 115 days, within which to complete our Contract No. 6893, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Could not complete underground conduit system because the city requested change November 18. Could not start signal installation because of delay in arrival of signals, cables, and poles Dec. 1. Painting delayed because of adverse weather December 1 through December 17.

Respectfully submitted,

Steele Electric Co.
Contractor

By Herman Steele

CONSENT OF SURETY

Date December 23, 1966

We, *BIRMINGHAM FIRE INSURANCE OF PA.* COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S Frank Vorlow
Attorney-in-fact

Donald L. Statler
Resident Agent

(SEAL)

RECEIVED
MAR 9 - 1967
FOR FILE

115-1621

6893

March 9, 1967

Birmingham Fire Ins. Co. Of Pa.
Regional Office
505 Montgomery
San Francisco, California 974111

Gentlemen:

Contract No. 6893 awarded to Steeak Electric Company for traffic signal installation at Eighth Street and Ivy Street on the Medford-Prevalt Highway in Jackson County was completed on January 24, 1967, and accepted by the Highway Commission on March 8, 1967.

Final payment in the amount of $523.50 will be released to the contractor after March 16, 1967. The total contract amount is $4,670 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Dilary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Steeak Electric Company
P.O. Box 1243
Medford, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 9 - 1967
FOR FILING

115-1621
6893

March 8, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed January 24, 1967, on Contract No. 6893. The contract was with Steeck Electric Company and was for a traffic signalization at the intersection of Eighth Street and Ivy Street on the Medford-Prevolt Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 8, 1967, and that you concur in this procedure at the Commission meeting on March 14, 1967.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. R. Chandler

srb/cm

RECEIVED
FEB 20 1967
FOR FILE
115-1621
6893

February 17, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 9
March 14, 1967 meeting

Gentlemen:

Steeek Electric Company, contractor on the installation of traffic signals at Eighth and Ivy Streets on the Medford-Provolt Highway in Medford, Jackson County, Contract 6893, has requested that he be allotted an additional 15 calendar days in which to complete the contract work without assessment of liquidated damages.

The contractor cites the following reasons for failure to complete the work within the time allotted: delay in obtaining critical materials; delay in placing certain conduit; late delivery of poles; and adverse weather for painting poles.

Delay in obtaining materials, late delivery of poles, and adverse weather are not reasons for granting additional time under the prevailing circumstances. The work was delayed three days on order of the State. This delay was necessary to coordinate the laying of certain conduit with work being performed in the construction area by the City of Medford.

The contract allotted 100 calendar days to complete the work. One hundred and fourteen days were consumed by the contractor in completing the work.

I recommend that the contractor be granted three additional days without assessment of liquidated damages and

that he be assessed liquidated damages for the additional 11 calendar days assessed. This amounts to an assessment of $330.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

CAG:jf bg

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 1 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6893 Contractor Steck Electric Co.

Highway Medford-Prevolt Hwy

Section Eighth Street at Ivy Street

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~See letter, attached~~

Grant three days without assessment of liquidated damages account delay occasioned by coordinating wor with City of Medford at their request. Assess liquidated damages for additional 11 calendar days consumed

Recommended for Approval:

John Dimmett
Asst.
Division Engineer

Construction Engineer or
Bridge Engineer

Asst.
State Highway Engineer

Contract No. 6893

Project designation State
State-Federal

Date awarded August 8, 1966

Work started November 18, 1966

Per cent completed 100% 1/24/67
Date

No. of Workdays Allowed 103 Cal. days

No. of Workdays Used 113 114

No. of Added Workdays Requested 15

SP*6206-754

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 23, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 115 days, within which to complete our Contract No. 6893, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Could not complete underground conduit system because the city requested change November 18. Could not start signal installation because of delay in arrival of signals, cables and poles Dec. 1. Painting delayed because of adverse weather December 1 through December 17.

Respectfully submitted,

Steech Electric co.,
Contractor

By Herman Steech

CONSENT OF SURETY

Date December 23, 1966

We, BIRMINGHAM FIRE INSURANCE COMPANY OF PA.,

as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. Fred Olsen
Attorney-in-fact

Donald L. Stalker (SEAL)
Resident Agent

RECEIVED
AUG 10 1966
FOR FILING

COMMISSIONERS
GLENN L. JONES, CHAIRMAN, MEDFORD
KENNETH H. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

6893

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Steeck Electric Company
P.O. Box 1243
Medford, Oregon

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6893 for the following project:

Traffic signals at 8th Street and Ivy Street in Medford on the Medford-Prevelt Highway in Jackson County.

This award was based on your bid of $5,090 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merchant

RECEIVED
SEP 8 - 1966
FOR FILING

115-1621

6893

July 21, 1966

MISC. CONTRACTS and AGREEMENTS No. 5115

4972

Mr. D. F. Huson
City Recorder
City of Medford
Medford, Oregon

Agenda Item
4f
7-14-66

Dear Mr. Huson:

We are enclosing for your records a fully executed copy of an Agreement covering installation of traffic signals at intersection of 8th and Ivy Streets on the Medford-Provolt Highway in the City of Medford.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
JUL 1 1966
FOR FILING

June 30, 1966

Oregon State Highway Commission

Gentlemen:

An agreement has been prepared and executed with the City of Medford covering the installation of fully-actuated traffic signals at the intersection of Barnett Road and Stewart Avenue in that city.

The agreement provides that the State shall do the work on this project with the City to pay one-half the cost, maintain the signals, and pay for all electrical energy consumed. The total estimated cost of this project is $16,500. This is a part of the Barnett (Medford) Section, Pacific Highway, grading, paving, and signal project in Josephine County.

Your approval of the agreement and authorization for the Secretary to sign on your behalf is recommended.

This matter will be on the agenda for your consideration at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
R. D. Bothman
C. H. Maison
L. R. Chandler

VPJ:njc bg

RECEIVED
JUN 29 1966
FOR FILING

A

June 28, 1966

1972

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon 97501

Dear Mr. Thorpe:

We have received your letter of June 20 submitting the two copies of the agreement for the traffic signals at the intersection of Barnett Road and Stewart Avenue. Also received was a check warrant in the amount of $8,250.

A solid-state controller will be installed at this intersection. Our experience with controllers of this type has shown them to be extremely maintenance free. Repairs, if they become necessary, will consist of replacement of printed circuit boards. Under these conditions it is not believed necessary to provide for plug-in of a pre-timed controller in the event of a breakdown.

There are enclosed two sets of plans and specifications covering the overall project and two extra sheets of the traffic signal plan.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler (enc.)

VPJ:njc jwa

RECEIVED
JUN 16 1966
FOR FILING

June 16, 1966

Oregon State Highway Commission

Gentlemen:

An agreement has been entered into with the City of Medford covering the installation of traffic signals at the intersection of Eighth and Ivy Streets on the Medford-Provolt Highway in Medford, Jackson County.

This is the standard State-City agreement wherein the State and the City each pay half the cost of the installation, with the City to assume the cost of maintenance and electrical energy. The estimated total cost of the installation is $7,000 (State's share $3,500).

We recommend your approval of the agreement and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
R. N. Bothman
C. H. Maison
H. S. Cox
L. R. Chandler

ja fn

117-1113 W. City Limits-SW 3rd St. (Grants Pass) Sec., Rogue R. Loop Hwy. (Grad., pav.) 1966

#6894

QA 3069
L41 2923

RECEIVED
DEC 5 - 1967
FOR FILING
117-1113
6894
2080

December 5, 1967

Mr. Charles W. Brooks
Executive Assistant
Oregon Office of Senator Wayne Morse
706 U. S. Court House
620 S. W. Main Street
Portland, Oregon 97205

Dear Mr. Brooks:

This is in reply to your letter of November 17 concerning the attached correspondence from Henry and Effie M. Dangerfield of Grants Pass.

Mr. Dangerfield purchased his property in 1946 and his deed contained the following statement: "Less and excepting that portion of the above described premises within the boundaries of "O" Street." According to the official plat of Westhaven Park Addition, "O" Street is designated as a 60-foot street and the Dangerfield deed recognizes this. The 30-foot strip is off of the Dangerfield tract and is one half of the street width. A portion of the 60-foot platted street was required for widening a section of our Rogue River Loop Highway, the contract for which was let on August 8, 1966.

On September 9, 1966, our engineer advised Mr. Dangerfield by letter that the 60-foot "O" Street width was highway right-of-way. On October 13, 1966, Mr. Dangerfield was also contacted by the Grants Pass City Attorney, Mr. W. W. Calderree, who advised him of his misconceptions regarding his property boundary. These statements and explanations were rejected and implied violence was threatened if work were done on the disputed land. To prevent costly delays to the State, legal action in the form of a complaint, temporary restraining order, and permanent injunction was taken enjoining the Dangerfields from interfering with construction work on "O" Street and our contract was completed this year.

We believe our procedure was fair and just and necessary to preserve the rights of the public in this matter.

During the past winter (1966-67), Mr. Dangerfield complained of water running through his orchard and barnyard. We investigated and found this was due to two reasons. The eight-inch gate at the main irrigation canal and at the head of the lateral serving Mr. Dangerfield and some of his neighbors was padlocked open allowing the drainage water to flow into this lateral. The siphon boxes on the lateral on the south side of "O" Street and at each side of Leonard Street were constructed during wet weather and were not backfilled and the wooden gates controlling the water flow were not in place. This allowed runoff water during winter rains to escape the lateral and run over the Dangerfield property.

These conditions have now been corrected. The eight-inch gate is closed and not locked and the siphon boxes have been completed and backfilled. Although there have not been enough rains in October and November to check actual conditions in the field, it is our opinion that the runoff caused by our construction work on "O" Street cannot now damage the Dangerfield property. A covered pipe has been laid and the lawn area reestablished.

We are returning your correspondence as requested. If additional information is needed, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
FDM:fw:jes
cc: R. L. Porter
F. E. Klaboe
V. D. Wolfe
F. D. Morgan
L. R. Chandler

11/25/1

Air Wayne O'Horse.

Dear Mr O'Horse.
My wife and I visited
Oregon and some relatives in 1946 we liked the
State so well we Bought a 4 acre Farm in
Josephine County adjoining the City of
Grants Pass and is fronted by a secondary Highway
now known as Pg 4. A year ago the State, City,
and County, Paved the street to the front of our
property, at that time the existing Highway
was 30 ft wide which is so listed on our Deed.
Now the State claims 30 more of the Frontage
and that we erected fences and planted trees
and Lawn with the intention of claiming the
Land as our own. We have always been considered
honest and respectable citizens and we are not
thieves as the State implys, We bought the
Land honestly paid taxes and Irrigation
assessments on 4 acres which is what our
deed to the property calls for. since 1946 a
matter of 21 years, My Wife and I are 76 and 74
years old, and since the State tore down our
fences which were already erected and thrown
the road Commission has used [illegible]
into the Public domain, and have left are
unsightly cleft and ground in and around our

11/3/51

Dear Mr Morse.

Mr Wayne Morse.

My wife and I visited Oregon and some relatives in 1946 we liked the State so well we Bought a 4 acre Farm in Josephine County adjoining the City of Grants Pass and is fronted by a secondary Highway now know as Ly St. A year ago the State, City, and County, Paved the street to the front of our property, at that time the existing Highway was 30 ft wide which is so listed on our Deed. Now the State claims 30 more of the Frontage and that we erected fences and planted trees and Lawn with the intention of claiming the Land as our own. We have always been considered honest and respectable citizens and we are not thieves as the State implys, We bought the Land honestly paid taxes and Irrigation assessments on 4 acres which is what our deed to the property calls for. since 1946 a matter of 21 years. My Wife and I are 76 and 74 years old, and since the State tore down our fences which were already erected and thrown the front [illegible] and have left an [illegible] on the Public domain, and have left an unsightly ditch and ground in an and around our

Lawn, and Orchard. There has been no connected Storm Drains along G St, and last winter the heavy rains accumulated in Grants Pass so the water was sent through our Irrigation Ditch with the resultant flooding of my Land and under the Buildings and flooding my neighbour also. We have spent all we can afford and age and poor health prevents us from hiring legal means any longer, and the legal advice so far from Lawyers we paid to look into the matter for us states that we cannot do anything about it as the State can tear down your fences and put ditches anywhere they please regardless as to the rights of the property holders. This OLD Morre seems to me that the poor tax payer and senior citizens have no rights at all, and we are not living under a Democracy as I have always believed in. I am sending you this letter at the urging of my friends and also I would like to thank you for the letters you send to me each month with the information as to Federal and State affairs

Thank you again

Sincerely Yours

Harvey and Effie all Langerfield

1524 West H St Grants Pass Ore

RECEIVED
AUG 3 1967
FOR FILING

117-1113
6894

August 2, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6894 awarded to Ausland Construction Company and Cecil James Construction for grading and paving on the West City Limits-S.W. Third Street in Grants Pass of the Rogue River Loop Highway in Josephine County was completed on May 29, 1967, and accepted by the Highway Commission on August 1, 1967.

Final payment in the amount of $7,659.95 will be released to the contractor after August 9, 1967. The total contract amount is $146,249.80 including $371.75 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ausland Construction Company
and Cecil James Construction
Box 437
Grants Pass, Oregon 97526

Don Stathos, Insurer
1005 East Main
Medford, Oregon 97501
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 2 1967
FOR FILING

117-1113
6794

August 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 29, 1967, on Contract No. 6894. The contract was with Aasland Construction Company and Cecil James Construction and was for the grading and paving of the West City Limits-S. W. 3rd Street Section in the city of Grants Pass on the Rogue River Loop Highway in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 1, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

SRB:cp

FORM C-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: W. City Limits - S.W. 3rd Street (Grants Pass)		WEEK ENDING: July 8, 1967
		SECTION PREFIX: 117-1113
HIGHWAY: Rogue River Loop		COUNTY: Josephine
NAME OF JOB: W.City Limits-S.W.3rd Street(Grants Pass)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Ausland Constr. Co. & Cecil James Constr.	CONTRACT NUMBER: 6894	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 8, 1966	DATE WORK STARTED: August 18, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 111
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 93
PROJECT AUTHORIZATION: $ 175,178.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 162,721.13	ENGINEERING AUTHORIZATION $ 12,457.12	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 147,849.80	ENGINEERING COST TO DATE $ 13,892.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN UNDERRUN: 9 %	PERCENT OF AUTHORIZATION: 112 %	DATE PROJECT WAS COMPLETED: May 29, 1967

Semi-Final Estimate Submitted 7-7-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.89	0.89			0.89
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.89	0.89			0.89
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,600	15,540			5,140
TOTAL QUANTITIES CORRECTED TO DATE	9,050	15,380			4,995
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,050	15,380			4,995
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair - Warm			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	Fair			
FRIDAY	"			
SATURDAY	"			

Routing

RECEIVED
JUL 17 1967
CONSTRUCTION
DIVISION

BEN CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed semi-final estimate this week and submitted to the Division Office Friday July 7, 1967.

Final Report.

SIGNED James H McPherson LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
DEC 5 - 1966

112-1113
6894

December 2, 1966

Mr. Frank Godard
2950 Merlin Road
Grants Pass, Oregon

Dear Mr. Godard:

This is to acknowledge receipt of your letter of November 30, stating that Ausland Construction Company owes you for equipment (amount not stated) which was rented to Ray Smith, subcontractor.

This appears to be in reference to the Ausland Construction Company and Cecil James Construction Contract No. 6894 for grading and paving on the West City Limits-S. W. Third Street in Grants Pass on the Rogue River Loop Highway in Josephine County.

The Federal Insurance Company through Don Stathos, Insurer, 1005 E. Main, Medford, Oregon furnished the performance bond on this contract, which was given to assure completion of the project and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission.

Attached are excerpts from the Oregon laws outlining the filing procedure.

This information will be noted in our records and we will advise the surety and contractor of the receipt of your letter.

NOTED ON CARD
wln

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:wln
cc Ausland Construction Co. & Cecil James Construction
Federal Insurance Company
Don Stathos

11-30-66

State Hiway Dept.
Salem, Oregon

Dear Sir:

I would like to know who the Bonding Co. is for Ausland Const. Co. on the D St. job in Grants Pass.

I had a 112 Motor grader rented to a sub entrator (Ray Smith) on the st job and have not received any of the rent money for the machine.

Could you advise me on how to collect it.

Sincerly

S. Frank Godard
2950 Merlin Rd
Grants Pass, Oregon

RECEIVED
DEC - 1 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 10 1966
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6994

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. POTTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Ashland Construction Company
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6894 for the following project:

Grading and paving the West City Limits-S. W. 3rd Street (Grants Pass) Section of the Rogue River Loop Highway in Josephine County.

This award was based on your bid of $153,199 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. M. Young
C. D. Mauldin (FLAC)
I. D. Merchant

RECEIVED
JUN 22 1966
FOR FILING

6-16-66

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Attention: County and City Division

Subject: Rogue River Loop Highway No. 260
SW 3rd Street-West City Limits Section
City of Grants Pass

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to project have been secured.

Dated at Grants Pass, Oregon, this 16 day of June, 1966.

GRANTS PASS CITY COUNCIL

By Edward E. Smith
Mayor Pro tem

By Earl B. Hanna
City Recorder

Copies to: F. B. Klaboe
F. S. Morgan
L. R. Chandler
E. F. Saling

RECEIVED
JUN 17 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 21 1966
STATE

RECEIVED
MAY 2 3 1966
FOR FILING
117 1162
2594

April 28, 1966

MISC. CONTRACTS and AGREEMENTS No. 3069

Mr. Earl T. Simonsen
City Recorder
City of Grants Pass
Grants Pass, Oregon

Agenda Item
4N
4-21-66

Dear Mr. Simonsen:

We are enclosing for your records a fully executed copy of an Agreement providing for reconstruction of District's facilities on the West City Limits-S. W. 3rd Street Section of the Rogue River Loop Highway in Josephine County.

A fully executed copy of the agreement has been sent to Grants Pass Irrigation District and one copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: Grants Pass Irrigation District
T. W. Litchfield

RECEIVED
APR 14 1966
FOR FILING
110-1113

April 14, 1966

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the April 21 meeting a tri-party agreement with the City of Grants Pass, the Grants Pass Irrigation District, and the State providing for the reconstruction of the District's facilities on the West City Limits-S. W. 3rd Street Section of the Rogue River Loop Highway in Josephine County.

The agreement provides for the State to reconstruct two siphons and related work and for the District to reimburse the State for the actual cost. This work has been estimated to cost $3,500 and the District has deposited that amount with the State. The District is also to maintain these facilities after construction.

Inasmuch as one of the crossings lies within the city limits, the City is a party to this agreement.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
H. S. Cox
L. R. Chandler

TWL:bjm bg

FORM E-123X SOM 9-64

RECEIVED
APR 13 1966
Water Filing

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 11, 1966

Mr. Archie J. Twitchell
City Manager
City Hall
Grants Pass, Oregon

Dear Mr. Twitchell:

We acknowledge receipt of your check and warrants amounting to $80,000 for an advance deposit to cover the City's estimated share of the SW 3rd Street-West City Limits Section of the Rogue River Loop Highway project.

The resolution and the enclosed file copy of an agreement you sent to this office April 7, 1966, pertain to a three-party agreement covering reconstruction, extension, and relocation of the Grants Pass Irrigation District's irrigation facilities.

Enclosed is a sample resolution which the City could adopt which would satisfy the necessary official request as outlined in our letter of March 22, 1966.

In order to call for bids on May 19, 1966, we would have to have in our possession the official request and the right-of-way certificate, as outlined in our letter of March 22, 1966, prior to April 25, 1966.

Under separate cover we are sending two copies of preliminary plans pertaining to the subject project.

If you have any questions concerning this matter, please feel free to call upon us.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
F. B. KLABOE

By

Richard Unrein
Field Engineer

RU:mm
Encl.

bc: F. B. Klaboe
L. H. Young
F. D. Morgan
L. R. Chandler

RECEIVED
APR 1 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 - 1966
FOR FILING

M-1113
2.90

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1966

To: Mr. C. H. Maison
Controller

BUILDING

SUBJECT: West City Limits-S.W. 3rd St. Section
Rogue River Loop Highway
Josephine County

Attached you will find a check for $3,500.00 from the Grants Pass Irrigation District which covers the estimated cost of work to be performed by the State for the Irrigation District.

This amount is called for in the proposed agreement between the State, the City of Grants Pass and the Grants Pass Irrigation District. The agreement will be placed on the agenda for the Highway Commission meeting of April 21, 1966.

F. D. Morgan
Construction Engineer

By

Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

RMF:bjm
Attachment

cc: F. B. Klaboe
E. F. Saling
L. R. Chandler

RECEIVED
APR 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section N.W. 3rd ST. - CITY LIMITS (GRANTS PASS) Highway ROGUE RIVER LOOP (FA 261) County JOSEPHINE

Res. Engr. W. B. Merrill Approx. Length 0.9 Miles. Sta. 50+50 N. to Sta. 3+00 E.

Prefix 117-1(7)8 Date 11-[illegible]-65

Truck A.D.T. 91 Traffic Coefficient 8.0 18 kip s.a. per day 64.0.

Annual Precipitation 34"± Frost Penetration -------.

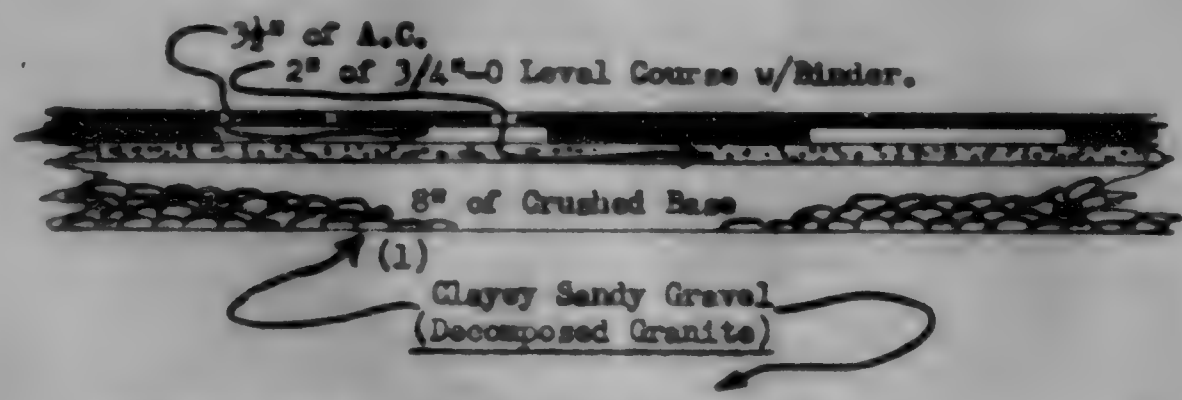
(1)
Typical Soil
30 LL
10 PI
37 %P 10
16 %P200
63 %Gravel
11 %C Sand
10 %F Sand
9 %Silt
7 %Clay
41 "R" Value
[redacted]

AASHO CLASSIFICATION:

A-2-4

MATERIAL SOURCES:

To be determined by the Engineer.



	CBR Total Req.	Credit	Actual Thick.	
		7.0	3.5	A.C.
		2.0	2.0	Level
		8.0	8.0	Cr. Base
*	17.0	17.0	13.5	

*Minimum CBR for this traffic classification.

Values assigned various components of the roadway structure:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base

(In addition to standard specifications (8% maximum Pass #200 sieve.)

NOTED
F. E. KLABOE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~Chief Locating Engineer~~
Rural Engineer

Submitted by C. J. Eggo for Staff Assistant

Recommended by J. E. Elsner Asst. Engineer of Materials

Recommended by [illegible] Construction Engineer

Approved by F. E. Klaboe Asst. State Highway Engineer

SECTION. S.W. 3rd ST. - CITY LIMITS (GRANTS PASS)

HIGHWAY ROGUE RIVER LOOP (FA 261)

COUNTY. JOSEPHINE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 2500 _____ Total

B. Future ADT 4750 _____ Total

C. Mean ADT 3625 _____ ADT

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) F= 2.5 / 2 x (C) 3625 = 90.625

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 91 x (F) 100 % = 91

TRAFFIC COEFFICIENT - K (I) 0.119

where K = 1.0/9

8.0

SECTION: S.W. 3rd ST. - CITY LIMITS (GRANTS PASS)

HIGHWAY: ROGUE RIVER LOOP (FA 261)

COUNTY: JOSEPHINE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

A comparison of costs between Asphaltic Concrete and Continuously Reinforced Portland Concrete Cement has been made. The use of A.C. from an economic standpoint is recommended.

RECEIVED
DEC 2 - 1965
FOR FILING

117-1113

MISC. CONTRACTS and
AGREEMENTS No. 2923

November 10, 1965

Agenda Item
4 P
11-4-65

Mr. Earl T. Simonsen
City Recorder
City of Grants Pass
Grants Pass, Oregon

Dear Sir:

We are enclosing for your records a fully executed copy of a Cooperative Construction Agreement covering S. W. 3rd Street-West City Limits on the Rogue River Loop Highway No. 260 in the City of Grants Pass.

A conformed copy of the Cooperative Construction Agreement has been sent to Josephine County Courthouse for their records.

A fully executed copy of the Cooperative Construction Agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: Josephine County Court
H. S. Cox
Attn: Don Harwell
(Conformed Copies)

RECEIVED
NOV 1 - 1965
FOR FILING

October 29, 1965

Oregon State Highway Commission

Gentlemen:

There will be presented at the November 4 Commission meeting an agreement for a cooperative construction project on the S. W. 3rd Street-West City Limits Section of the Rogue River Loop Highway No. 260 in Grants Pass.

The project is currently scheduled for construction in early 1966 and it is proposed to accept bids at the March bid letting.

The State's portion of the project is to include grading, basing, and paving with costs to be shared on a 75 percent State, 25 percent City basis; however, also included in the State's work will be installation of monolithic curbs and gutters at the City's sole expense.

The City's portion of the project, excluding the items mentioned above, shall be all other items of the entire project at the City's sole expense and all work by the City is to be completed prior to February 1, 1966.

It is estimated that State's share of the cost of the project will be approximately $100,000, with the balance to be paid by City estimated at approximately $150,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
D. H. Moehring
F. D. Morgan
L. H. Young
H. S. Cox
C. H. Maison
L. R. Chandler

DNH:mm bg

18-1130 6845	Main St. (L-Falls) Conn. to The Dalles-Calif. hwy. (Grad., pav., struct. & sign.)	1930

CHR 3107

RECEIVED
SEP 10 1971

18-1130
6895

September 10, 1971

Marion County Treasurer
Courthouse
Salem, Oregon

Contract 6895

Gentlemen:

Attached is Sheriff's Accommodation Check No. 5041 issued to me on Civil Subpena Case No. 69923 for a deposition which was to be taken on September 9.

The deposition was not taken so I am returning the check.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Attachment

cc Daniel J. Seifer
Attorney
610 S. W. Alder Street - Suite 800
Portland, Oregon 97205

check was for $5

FORM No. 941—Civil Subpena—Circuit Court—[illegible]ed by Attorney

SN

Rec by Cec Hood
8-16-71
check for $5 in
the sum
3,6.

Copy of this to Linda
8-24

In the Circuit Court of the State of Oregon

FOR THE COUNTY OF Marion

UNDERWOOD & RICHARDS CONSTRUCTION CO., INC., a corporation, *Plaintiff,*
vs.
STATE OF OREGON, acting by and through its State Highway Commission, *Defendant.*

Case No. 69923
CIVIL SUBPENA

TO: FLOYD QUERY

IN THE NAME OF THE STATE OF OREGON:

You hereby are required to appear in the offices of the Oregon State Highway Commissi[illegible] in the City of Salem, [redacted], Oregon, on the 9th day of September, 19 71, at 10:00 o'clock A M., to testify as a witness in the above entitled cause on behalf of plaintiff, upon deposition, and to bring with you the books, records, documents, letters, and other writings listed in appendix "A" attached hereto and made a part hereof.

/s/ Daniel J. Seifer
Attorney of record of the party to the above action, suit or proceeding in whose behalf the witness is required to appear.

Address Suite 800, 610 S.W. Alder St., Portland *Phone* 223-1107

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

Marion Co. Treasurer check # 5041
for $5 returned, as subpena
was not required. Fees + atty
[illegible] decided
3,6.

If an officer, state title.

David J. Seifer
Attorney for Plaintiff

For Civil Subpena issued by clerk, see S-N Form No. 255.

Proof of service made by person other than sheriff.

STATE OF OREGON, County of ..... ss:

I, ...,
being first duly sworn, depose and say that the within subpena was delivered to me for service on ....., 19.....; that I served the same within the county and state aforesaid on the .....day of ....., 19.....on the within named ..... by delivering to him personally a copy thereof and giving or offering to him at the same time the fees (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance: that I am a competent person over the age of 18 years.

Subscribed and sworn to before me this ..... day of ....., 19 .

Notary Public for Oregon

(SEAL)

My Commission expires .....

Proof of service if made by sheriff.

STATE OF OREGON, County of Marion *ss:*

I hereby certify that the within subpena was delivered to me for service on August *, 19* 71 *; that I served the same within the county and state aforesaid on the .....day of ....., 19....., on the within named .....*

Floyd Query *by delivering to him a copy thereof personally and giving or offering to him at the same time the fees and mileage (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance.*

Sheriff of Marion *County, Oregon*
By ..... Deputy

Witness fees	$ 5.00
Mileage	$ ----
Paid by	$

No. .....

In the Circuit Court

of the State of Oregon

for the County of .....

Plaintiff

vs.

Defendant

CIVIL SUBPENA
Issued by Attorney

(FORM No. 941)

Filed ....., 19 ...

By ..... Title

Deputy.

STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

BY

1971 AUG 12 AM 10

RECEIVED

EXHIBIT "A"

Items to produce:

1. All writings relative to job planning and design, including but not limited to survey reports, geological and other subsurface explorations.

2. All correspondence between the Resident Engineer and the Division Engineer, and correspondence between the Resident Engineer, Division Engineer and Office Engineer, relative to the project, and especially all those writings relating to discovery of solid rock at elevations above the design elevation.

3. All daily inspectors' reports; daily reports and/or diaries of the Resident and Division Engineers; weekly reports and/or diaries of the Resident Engineer and Division Engineer.

4. All inter-office memorandums relating to plaintiff's claims for remission of liquidateddamages and for additional compensation due to encountering subsurface rock above the planned elevation.

5. Any and all schedules, itemization or analysis of increased costs incurred by contractor and prepared by State employes resulting from the encountering of rock above the planned elevation.

6. Any and all pictures, drawings or other pieces of paper which purport to graphically show the problem areas involving the rock excavation.

7. Any and all writings or pieces of paper reflecting the date upon which the State took possession of the bridge and made available for public use.

8. All other writings, records, chits or pieces of paper relating to the subject contract.

RECEIVED
AUG 26 1970
LEE JOHNSON
ATTORNEY GENERAL
FOR FILING

18-1130
6895

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

507 State Highway Building

August 24, 1970

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
800 Oregon National Building
610 S. W. Alder Street
Portland, Oregon 97205

Re: Underwood & Richards Construction Co., Inc. v. State,
Circuit Court, Marion County, L-6216 - Contract #6895

Dear Norman:

I have pursued your proposal of settlement, respecting the above matter, with officials of this Division, including the Contract Claims Review Board. A full review of the claim was had and the claims fully discussed with the latter group.

They still are of the opinion the State has no responsibility, nor liability, for the payment of the sum prayed for in the above action. However, in order to dispose of the pending litigation without the necessity of an extended court trial and strictly as a matter of compromise, the Contract Claims Review Board is willing to recommend to the Highway Commission payment to your clients of the sum of $5,000 for their release of all claims and dismissal of the pending action.

It would be appreciated if you would discuss this compromise offer of settlement with your people and advise me of their decision. Your comments would also be appreciated. As always, I would be willing to meet with you respecting this, should you desire it.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
TOM EDWARDS

RECEIVED
AUG 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg
cc - Mr. Tom Edwards
Mr. G. E. Rohde

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JAN 21 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 21, 1970

12-1-30
6x95

Mr. H. F. Smith
Attorney at Law
538 Main Street
Klamath Falls, Oregon 97601

Re: W. A. Reinmiller
Contract No. 6895

Dear Mr. Smith:

On January 8, 1970, Mr. Floyd Query, Secretary to the State Highway Commission, forwarded me a copy of your letter dated January 5, 1970, and his reply thereto.

With respect to the second paragraph of your letter, the proper venue should be covered by the Oregon Code. We are not aware of where the various individuals live or where the contract for supplying the services or supplies was entered into.

As to the third paragraph, it is not necessary to forward copies of your pleadings to the State Highway Division or for any of our attorneys to appear of record. If you desire to send us a copy of your complaint, however, we would place it in our file on this contract and notify the Secretary of State, as well as the bonding company.

If I can be of any further service on this matter, please notify me.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: Floyd Query

NOTED
FLOYD QUERY

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JAN 14 1970
FORM 5301-A (12-64)

18-1130
6895

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 13, 1970

SUBJECT:

To: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Tom Edwards
Mr. G. E. Rohde
Mr. V. E. Skoog
Mr. C. G. Swenson

Attached is a summary of the 1969 Claim Board reviews. This was the second complete calendar year for the Board and the third year of its existence. The following is noted in the 1969 activities:

1. Seven controversies were before the Board completed with 11 in 1968.

2. Although there were fewer claims before the Board, the original claim amounts were over three times the 1968 total.

3. The Board sanctioned some additional compensation on every 1969 claim. In 1968 two were rejected entirely.

4. 1969 includes the largest settlement yet approved (the Canyon Road haul claim on N.W. Johnson-S.W. Montgomery Section) and also the next largest (Roberts Mountain-Myrtle Creek). This latter settlement disposed of what for some time had been our oldest claim.

5. The proportion of complete settlements secured was poorer in 1969 even though the two largest claims mentioned above were completely settled. Three of the 1969 claims are not settled.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

NOTED
TOM EDWARDS

RECEIVED

SUMMARY OF 1969 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance
15	Glendale Jct.-Coyote Cr.	$ 34,061.21	$ 25,000.00	Yes - 6519
8b or 16	Lime-Malheur Co. Line	171,141.36 (T) Revised to approx. 42,000.00	18,652.25*	No - 6747
17	Main St. (K. Falls) Bridge	106,784.28 (T)	3,633.43 & paid	No - 6895
18C	Murder Creek Signing	12,522.82 (T)	7,350.00	No - 7168
19C	Roberts Mtn.-Myrtle Cr.	418,070.36 Revised to 67,000	67,000.00	Yes - 6451
20	NW Johnson-SW Montgomery	(248,434.47) Revised to 85,953.10	85,953.10	Yes - 6832
21	S. Baker Interch.-Encina	43,900.00 (T)	4,500.00	Yes - 7019
		$1,034,914.50	$212,089.28	

* This claim is still under consideration. Amounts shown are most recent status of negotiations. Amounts involved in parts previously settled are not included ($13,129.21 paid on $15,376.04 claimed).

C Reviewed a Staff level recommendation - contractor not present.

(T) Claim includes some time liquidated damages.

JAB:fw
1-12-70

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JAN 9 - 1970
FOR FILING

19-1130
6895

January 8, 1970

Mr. H. F. Smith
Attorney at Law
538 Main Street
Klamath Falls, Oregon 97601

Dear Mr. Smith:

This is in reply to your letter of January 5 and attached affidavit concerning the Underwood & Richards Constr. Co., Inc., Contract 6895 for grading, paving, structure and signing on the Main Street Connection in the city of Klamath Falls on The Dalles-California Highway in Klamath County.

As requested we are attaching a certified copy of the contract and bond. We are forwarding a copy of your letter to Mr. George Rohde, Chief Counsel, concerning your questions in the second and third paragraphs of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:cr

Attachments

bc: Mr. George Rohde

H. F. SMITH
ATTORNEY AT LAW
538 MAIN STREET
KLAMATH FALLS, OREGON 97601

TELEPHONE:
882-2588

January 5, 1970

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: W. A. Reinmiller - Contract No. 6895

Gentlemen:

Enclosed is the affidavit of W. A. Reinmiller, which is being submitted pursuant to the provisions of ORS 279.512, and I request that a certified copy of the above-numbered contract and the bond be forwarded to this office.

We have been unable to get any further payment from the contractor or his bonding company and find it necessary to file an action to recover the amount of this claim. Such action must be by the State of Oregon ex rel W. A. Reinmiller, and I assume that the proper venue would be in the Circuit Court of the State of Oregon for Klamath County. If you have any thoughts on this, please let me know.

Also, please let me know if the State Highway Department counsel will want to appear as attorney of record on the pleadings and if they want copies of the pleadings.

Yours truly,

H. F. Smith
db

HFS:db
enclosure

Acc
has a claim been filed
with us? 76
Floyd -
yes — Filed with Sec. of State
1-6-69. C.H.

RECEIVED
JAN 6 1970
OREGON
STATE HIGHWAY COMMISSION

A F F I D A V I T

STATE OF OREGON)
) ss.
County of KLAMATH)

I, W. A. REINMILLER, being first duly sworn, on oath, depose and say: At the special instance and request of Underwood & Richards Construction Company, Inc. and pursuant to a contract with said Underwood & Richards Construction Company, Inc., I provided certain labor and materials for the performance of the terms of that certain contract No. 6895 with the State of Oregon by and through the State Highway Department, for the construction of the Link River Bridge Off-ramp in Klamath County, Oregon, to-wit:

Hauling and placing materials and use of equipment with operators.

There is yet remaining due to the undersigned for work and equipment rental in connection with the performance of said contract the sum of $4,823.75 which claim has not been paid.

Dated this 5th day of January, 1970.

W. A. Reinmiller

SUBSCRIBED and sworn to before me this 5th day of January, 1970.

Notary Public for Oregon
My commission expires May 13, 1973

RECEIVED
JAN 6 1970
OREGON
STATE HIGHWAY COMMISSION

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OCT 6 - 1969
FOR FILING

18-1130
6895

October 3, 1969

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $1,333.43 will be made to you as surety on Contract No. 6895 awarded to Underwood and Richards Construction Co., Inc., for work on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County, as soon as the warrant is prepared.

The total amount paid on this contract will be $343,255.85 including the post-final payment. Of the total $2,715.26 is for force account work.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
cc Underwood & Richards Constr.
Co., Inc.
P. O. Box 1050
Bend, Oregon 97710

J. F. Putnam
V. E. Skoog
Attn: John Herr

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SEP 2 - 1969
FOR FILING

18-1130
6895

August 29, 1969

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post final payment for $2,300 will be released to you as surety on Contract No. 6895 for grading, paving, structure, and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $341,922.42 including the post final payment. Of the total, $2,715.26 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:aj

cc Underwood & Richards Constr. Co., Inc.
%United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc J. F. Putnam
V. E. Skoog
Attn: John Herr

SEP 26 1969

FOR FILING

18-1130
6495

August 25, 1969

Underwood and Richards Construction Co., Inc.
P. O. Box 1050
Bend, Oregon 97710

#8

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, granted you an additional 23 days without assessment of liquidated damages on Contract No. 6495 for work on the Main Street (Klamath Falls) Connection of The Dalles-California Highway in Klamath County.

Very truly yours,

Floyd Osery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. M. Reed, Assistant Secretary

fkm
cc F. D. Morgan
Ivan Merchant
V. E. Skoog
J. F. Putnam
W. E. Merritt

RECEIVED
AUG 11 1969
FOR FILING

18-1130
6893-

August 8, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 8
August 19, 1969 meeting

The final settlement of the Underwood and Richards Construction Company contract, No. 6893, for construction of the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County, is in the hands of our Claims Review Board because of extensive claims filed by the contractor. Assessed liquidated damages is one element of the claim.

On May 28, 1968, the contractor was granted an 82-calendar day extension without assessment of liquidated damages and was assessed liquidated damages for 100 calendar days remaining ($10,000).

The Claims Review Board has adjudged, based on the opinion of the attorney, that no liquidated damages should be assessed after the section was open to traffic and in use by the public. On this basis, an additional 23-days extension is justified.

I recommend that the contractor be granted an additional 23 days without assessment of liquidated damages. This refunds the contractor $2,300 liquidated damages previously assessed and assesses him $7,700 for the remaining 77 days overrun in time.

This matter will be on the agenda for your consideration at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
Ivan Marchant
F. D. Morgan
V. E. Skoog
J. F. Putnam

CAG:dh sr

RECEIVED
SEP 25 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

18-1130
6895

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
R. L. PORTER

July 29, 1969

Mr. Norman Kobin
Kobin and Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

RE: Main Street (Klamath Falls) Connection
The Dalles-California Highway
Contract No. 6895

Dear Mr. Kobin:

The Claims Review Board has completed their consideration of the claims you presented on behalf of Underwood and Richards on the subject contract.

The Board sanctions adjustment in favor of the contractor on two items. A Price Agreement will be submitted to you to cover a 15-percent allowance on the cost of the sign bridge purchased on Price Agreement No. 4. Additional time extension will also be re-considered by the Highway Commission at their next meeting, August 19. The contractor will be advised shortly thereafter of the Commission's action on this item. All other parts of the claim were denied.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fw

bc: R. L. Porter

RECEIVED
JUL 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1969
FOR FILING

18-1130
6895

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 20, 1969

SUBJECT: Main St. (Klamath Falls) Connection
Contract No. 6895

To:

MEMO TO THE
CLAIMS REVIEW BOARD FILES

The Claims Review Board met the afternoon of May 15 to consider a three-part claim from the contractor, Underwood and Richards Construction Company, Inc.

The Board consisted of R. L. Porter, Tom Edwards, G. E. Rohde, V. E. Skoog and L. H. Young (substituting for F. B. Klaboe).

Appearing on behalf of the contractor: Don Underwood, Jerry Chiddix, Norm Kobin, Attorney, and Jack Joyce, Attorney.

Appearing on behalf of the State: I. D. Merchant, Al Rear, Norm Krehbiel. Specifications Engineer Swenson was present as an observer.

Mr. Kobin started the contractor's presentation discussing reasons for additional time extension to cover the 100 days still in effect amounting to $10,000 in liquidated damages. Reasons were about the same as set forth in his August 24, 1968 claim letter and include the effect of "bad days for good" concerning the additional sewer line work at Bent 3 where the State has allowed 42 days, excavation of bed rock for pier footings which is the subject of another part of the claim, and guard rail change. He also cited the fact that traffic used the bridge as of November 15, 1967 but liquidated damages were charged for time after that. Another reason for time extension that had been offered previously at a November, 1968 meeting with the Bridge Division concerned a change in catch basin design and an alleged delay in obtaining approval of some working drawings related thereto.

Most of the discussion evolved around the excavation for the bridge footings. The contractor's operation was described and the early encounter with rock and his attempts to excavate it. The contractor claims that the subsurface information shown on Drawing No. 22122 was misleading. It was mentioned they had (after receiving the contract) reviewed some subsurface exploration reports that they

NOTED
R. L. PORTER

secured in the Bridge Division office. The statement was made that the contractor had not received all of the information that he should have received. It was also claimed that the conditions actually encountered were different than the State's Resident Engineer had contemplated.

Mr. Kobin mentioned that he had two engineers review the copies of the soil reports given him by the Bridge Division and has opinions that these were not the right report sheets. The point of this seems to be that even had the contractor asked to see the sheets before bidding, it would not have changed his bid amounts. The contractor cited timely notice that was given and a December 9, 1966 letter from Bridge Engineer Merchant all to show that timely notice was given and that this was not a hindsight claim.

The third claim item concerns a sign bridge which was a bid item on an installed basis. Late in the project, the State decided not to install the sign but agreed to purchase the sign material that the contractor had acquired. This was done by a Price Agreement on which only the contractor's actual cost was paid and he seeks a percentage mark-up from this, presumably the force account percentage of 15 per cent. It was argued that this was not a true purchase of excess material situation; that it was more related to a quantity change (Section 4-2) and subject to adjustment in accordance with the force account Section 9-8.

Attorney Joyce then continued the contractor's case by asking questions of both Mr. Underwood and Mr. Chiddix. Some of these comments concerned the steel sheet piling which they stated were rented from L. B. Foster Company of San Francisco and reached the project September 15, 1966. They said these were 30-foot piling with the length ordered in anticipation of some 10 feet or so of penetration into overburden. They encountered great difficulty in getting the piling to stand and were charged by the supplier for alleged damage resulting from their attempts to drive into the rock. It was stated that the amount of falsework was doubled because they had to use extra bents when they could not drive piling bents to support falsework. They also cited de-watering problems from water leaking in under from pile sheets.

In summarizing, Mr. Kobin claimed that the rock problem encountered was a "cardinal change". He said the details of the dollar amount of this claim would be submitted if the State wants it.

Mr. Merchant replied concerning the sign bridge claim, contended that the State was only obligated to make the contractor whole, per Sections 9-7 and 9-12, and briefly described the test and core hole data citing that holes 3 and 4 do show a rock zone. The footings were carried into the rock to avoid a possible

scour situation whereby piers could have been undermined. Mr. Rear then continued the State's presentation and left copies of a written summary with the Board. He disclaimed any State responsibility on the rock problem and cited that concurrent work on regular items was under way when the changes relating to the time matter were performed. Mr. Rear stated that Bents 3, 5 and 6 went to plan elevation. Bent 4 went to 4 feet above plan elevation. The contractor initialled the Price Agreement covering the adjustment on the sign material under protest when the 10 per cent allowance was deleted. Mr. Rear, when asked about the kind of rock encountered, stated that it was volcanic tuff with some of it hard, "a little bit of everything".

In closing, Mr. Kobin cited a legal principle that there is no allocation of time liquidated damages, that there is legal precedent that if the State causes a delay it should grant time extension accordingly.

With both sides excused, the Board discussed this matter immediately. This included looking at the subsurface data secured from the Bridge Division files and the comparison of bids received on the project. The Board decided to postpone a decision pending advice from Mr. Rohde about the time extension part.

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc R. L. Porter
G. E. Rohde
Tom Edwards
V. E. Skoog
L. H. Young

RECEIVED
MAY 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
JACK L. JOYCE

LEO LEVENSON
OF COUNSEL

223-1108

April 23, 1969

Oregon State Highway Dept.
Highway Bldg.
Salem, Oregon 97310

ATTN: L. I. Lindes, Staff Attorney

RE: Link River Bridge,
Contract No. 6895

Gentlemen:

On April 16, 1969 your staff attorney, Alan H. Johansen, acting on behalf of the Department, advised me that the claims presented for Underwood & Richards were rejected. The rejection was without prejudice to a review of these matters by the Claims Review Board. We therefore request that such proceedings be immediately instituted.

We would suggest that the hearing before the Review Board be held on May 14, 1969 at the Department's office in Salem, possibly starting at 1:30 p.m. The claims to be presented are detailed in the claim letter of August 26, 1968. Nothing further need be furnished prior to the Board hearing. We assume that the State will bring its records which are material to the claims involved.

Refer to that portion of the claim relative to the subcontractor, Reinmiller. Mr. Reinmiller is contending that he performed approximately 30,000 cubic yards of Item 2, Embankment in Place, whereas the State quantities on final measurement were 19,214.3 cubic yards. The claim, therefore, to consider is whether or not the quantities were as set forth in the Final Estimate or as per Mr. Reinmiller's contention.

Confirmation of the date for hearing as suggested herein would be appreciated.

Best regards.

Very truly yours,

Norman B. Kobin

NBK:bw
cc: Mr. Bob Miller
Mr. Don Underwood
Mr. John E. Richards

6895

NOTED
C.A. GARDNER

Salem, Oregon
April 11, 1969

Link River Bridge - Main Street Connection
The Dalles-California Highway
Contract No. 6895

Mr. Alan H. Johansen
Staff Attorney
Contract & Damage Claims
Legal Department
B u i l d i n g

At our meeting on November 22, it was agreed that I would investigate the delay caused by the change in guardrail connections to structures and catch basin grates and frames. The contractor was notified of the guardrail change on September 5, 1967, not in June as he claims.

Rail was received on the job on November 22, 1967, but was not installed until September 19, 1968.

should be January 1968

Catch basin grates and frames were shipped to the project on August 30, 1967.

Work accomplished during the month of September 1967, consisted of completing the deck, curb and parapet of the structure and producing paving aggregates. During October 1967, falsework was stripped from the structure. Concrete finishing was accomplished and base rock was placed on the roadbed. Paving was completed in November 1967, and the structure open to traffic on November 16, 1967.

It is quite apparent to us that the catch basin installation had no affect on the completion date of the project, and that major items of work were being performed during the time the guardrail connections were being fabricated and delivered to the project. The lack of guardrail connections had no affect on the progress of the work until after the project had been open to traffic.

We have included an allowance for time for guardrail work as a result of interference by snowplow operations. Credit of some 32 days has been allowed for the guardrail installation. No allowance has been made for the change in catch basin grates and rings, because we cannot see where this entered into the extension of the completion date.

A. A. Rear
Assistant Bridge Engineer

AAR:jr

cc: J. F. Putnam
Norman Krehbiel

NOTED
IVAN D. MERCHANT

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1968

To: Mr. Tom Edwards
Asst. State Highway Engineer
B u i l d i n g

SUBJECT: Main Street-Klamath Falls Section
The Dalles-California Highway
Contract No. 6895

I offer the following analysis of the letter requesting relief from the liquidated damages on the claim for additional compensation for Underwood and Richards on Contract 6895 - Main Street Connection in Klamath Falls.

Liquidated Damages

1. Sewer line discovery and relocation.

Early in the life of this project, the contractor encountered a sewer under Bent 2. The line had to be relocated and the abandoned line backfilled with concrete before construction could begin on Bent 2. The contractor claims at least 8 weeks delay besides forcing the operation into winter months. We granted 42 days for this delay. No additional days were granted because of winter work because the project was set up for a full winter operation - 320 calendar days.

2. Excavation in Bedrocks.

The contractor claims 8 weeks for delay resulting from encountering rocks at Bent 2, and claims that State allowed considerable time to elapse before issuing instructions on how to proceed. The State required that the pier be constructed according to plan and did not issue any directive on how to perform the work. We have taken the stand that any delay here is the contractor's own choosing.

3. Change in Guardrail design.

This change was to conform to new safety standards. The contractor claims 6-months delay in preparation and approval of shop drawings and fabrication of special pieces. The State can justify 32 days.

4. Catch Basins.

Field revision required change in type of catch basin. A lack of communication between field and bridge office caused some delay in approval of shop details prior to fabrication. The contractor claims 2 weeks for this delay. The State allowed no time because work was progressing on the project and the 5 catch basins involved were only incidental to the work being performed.

5. Completion date.

The contractor feels that no time should be charged after November 15, when the structure was opened to traffic. 155 days elapsed after the structure was opened to traffic and before the project was considered complete. 100 days were not charged because weather was not suitable for the work being performed. 55 days were charged for the work required to complete the work and clean up the site.

6. Interest.

The contractor feels he is entitled to interest on liquidated damages withheld. We have no comment.

7. Electrical Revision.

A conduit was installed in the Parapet rail for future use. The requirement of the conduit required a delay of one day in a concrete pour - this time was allowed in the extension of time, but is not claimed by the contractor.

8. Minor Grade Change.

Two days were allowed for some minor grade line changes - not claimed by the contractor.

9. Additional excavation for sewer.

When the sewer line was relocated from Bent 2 and the area was made available, it was necessary to excavate below the bottom of footing. Five days were allowed for this work and is not included in the contractor's claim. This time is in addition to the time required to relocate the sewer under item 1 above.

Extra Compensation

Rock Excavation.

Upon examining the cofferdam for Bent 3 on November 17, 1966, the contractor was informed that 6 feet of excavation in the rock would be satisfactory. He drilled and shot the material and lost his cofferdam. When the work was finally completed, rock at the 6-foot depth was broken up and he had to excavate to plan elevation to remove all the loose material.

Bent 4 was constructed with the footing 6 feet into the river bed (4 feet above plan). Bents 5 and 6 were constructed according to plan.

Our arguments on the presence of rock rests with the foundation sheet which shows: 1. gravelly tuff - gravels and boulders. 2. Sandy gravels and boulders. 3. Sandstone to conglomerate and shale. 4. Sandstone to shale. 5. Sandy gravels.

Redesign of Sign Bridge

The contractor feels he is entitled to a profit or markup on his investment. Our decision and payment is based on Section 9-7 and 9-12 of the Standard Specifications.

A. A. Rear
Assistant Bridge Engineer

AAR:jr

RECEIVED
SEP 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DISREGARDED
SEP 11 1968
FOR FILING

18-1130

6895

Salem, Oregon
September 10, 1968

Main Street-Klamath Falls Section
The Dalles-California Highway
Contract No. 6895

Mr. Ivan Merchant
Bridge Engineer

Mr. J. F. Putnam
Division Engineer

6856

Mr. John Bond, Secretary
Claims Review Board

Please note attached letter requesting relief from liquidated damages and filing claims totaling $96,784.28, with the stipulation that their subcontractor has further claims.

I would like a report within the next couple of weeks in order that I may set up a meeting with Mr. Joyce.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

September 10, 1968

Mr. Jack L. Joyce
Kobin and Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Dear Mr. Joyce:

We acknowledge receipt of your letter of August 26 in behalf of Underwood and Richards Construction Company, Inc., and United Pacific Insurance Company in connection with the Main Street-Klamath Falls Section of The Dalles-California Highway, Contract No. 6895.

We have referred copies of your letter to the appropriate individuals for investigation and will reply to you in detail when the investigation is complete.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
J. F. Putnam
John Bond

.7753

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
JACK L. JOYCE

LEO LEVENSON
OF COUNSEL

223-1108

August 26, 1968

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
Chief Highway Engineer
Oregon State Highway Department
P. O. Box 30
Salem, Oregon

Re: The Dalles-California Highway
Main Street/Klamath Falls/Connection Section
Oregon State Highway Department Contract
No. 6895.

Mr. Cooper:

This office represents Underwood & Richards Construction Co., Inc. and United Pacific Insurance Company, its surety, to whom all contract funds have been assigned.

Pursuant to Standard Specification 9-16, we respectfully submit the following itemized statement of claims for compensation not included in the final estimate. In all instances the errors and omissions of the final estimate set forth below were called to the attention of the resident engineer during the course of job performance.

The errors and omissions fall into two categories; the improper assessment of liquidated damage and the failure of the State to pay for the extra costs involved in excavating the pier footings in bedrock.

LIQUIDATED DAMAGES

The contract provided for 320 calendar days commencing on August 27, 1966. Estimate No. 14 charged time to Underwood & Richards through December 27, 1967, a total of 168 days. The final estimate, however, gave credit for 68 days leaving a final assessment of 100 days penalty, $10,000. Timely requests for additional calendar days were made by Underwood & Richards.

The delay in the completion was occasioned by errors and changes in the plans and specifications of the contract and the failure of the State and its representatives to act promptly and to carry out its duties and responsibilities in the particulars outlined below.

1. SEWER LINE DISCOVERY AND RELOCATION.

On September 8, 1966, while excavating the footings for Pier No. 2, Underwood & Richards encountered a 48-inch sewer line, not indicated on the State-furnished plans. The existence of this sewer line was discovered at a critical time. It brought the entire work under Underwood & Richards' direction to a standstill. Work on Piers No. 2 and 3 was physically impossible. The work on Piers No. 4, 5 and 6 was impracticable.

The State did not take action until September 19, 1966. At that time they issued a price agreement of $18,000 for the re-routing and installation of 350 lineal feet of the sewer line. This work required over four weeks for Underwood & Richards to complete and during this period no other significant work could be undertaken.

It was six weeks from the time of discovery to the completion of the work. Merely granting this six weeks would not, however, adequately compensate Underwood & Richards for the time lost due to the State's errors and omissions. The discovery and relocation of the 48-inch sewer line completely disarranged Underwood & Richards' work sequence. Underwood & Richards was forced to do that work which could have been done most efficiently during good weather, during bad weather. They were further required to perform work that could be performed during winter in the summer months. This ripple effect caused by the required relocation of the sewer line delayed Underwood & Richards' completion of the project at least eight weeks. The time required for making the relocation does not limit the time to be allotted in an extension.

2. EXCAVATION OF BEDROCK FOR PIER FOOTINGS.

Rock not indicated on the plans was discovered prior to reaching the required elevations for footings 3, 5 and 6 in mid-September. Subsequently, rock was also encountered in excavating for footings No. 2 and 4. The nature of the rock was such that it could not be excavated with a clam-shell or a 80D shovel.

A more detailed analysis of the nature of the extra work time caused by this problem is found under the claim for Extra Compensation for Rock Excavation. Additionally, a substantial period of time elapsed before the State instructed Underwood & Richards of the manner in which they were to proceed. At least eight additional weeks should have been granted for this delay.

3. CHANGE IN GUARDRAIL DESIGN.

In June of 1967, about the date of the scheduled completion the State notified Underwood & Richards of a change in the design of the guardrail. This change necessitated preparation of shop drawings, their submission to the State for approval and fabrication of the guardrail. Underwood & Richards did not receive the guardrail until November 27, 1967, and thus the guardrail was not installed until mid-December. This change in plans delayed Underwood & Richards six months.

4. CATCH BASINS.

Bid items 14 and 15 called for concrete inlets types G2 and G2m. The State deleted item 15 and increased the quantities under item 14 from two to five. This change necessitated the acquisition of three additional G2's and a resultant delay in the placing of the fill and pavement. As a result of this change, Underwood & Richards was delayed for two weeks and they are entitled to an extension of time in that amount.

5. COMPLETION DATE.

We are advised that the State by partial remission of liquidated damages stopped time on December 27, 1967. The contract was substantially completed on November 15, 1967. The State accepted the beneficial use of the bridge at this date. Traffic has continued to move over the bridge without restrictions since that date. No contract time, in any event therefore should be charged beyond November 15, 1967.

6. INTEREST.

The extension of time should have been granted at the time of request. The State improperly deducted liquidated damages from the monthly pay estimates, therefore, interest is due upon the amounts incorrectly withheld.

CLAIM FOR EXTRA COMPENSATION FOR
ROCK EXCAVATION - $94,670.78

The excavation of solid rock not indicated by the contract drawings or contemplated by the contractor necessitated a change in the details of construction for which additional compensation is allowable.

Underwood & Richards, in reliance upon the soil profiles of the subsurface conditions on Sheet 2 of 12 of the job plans, anticipated excavation for the pier footings in sand and gravel, and predicated their bids on items 27 and 29 upon that assumption.

Rock was struck at bents 2, 3, 4, and 5 prior to reaching the designated elevations. On October 13, 1966, Underwood & Richards notified the State that extra compensation would be required for the excavation of this unanticipated bedrock. Despite the fact that tests taken and furnished to the State clearly indicated the rock encountered was bedrock, not a shelf or layer, the State on November 3, 1966 directed Underwood & Richards to proceed to the designated elevations. In a letter dated December 6, 1966, Underwood & Richards informed the State that they would proceed, but would hold the State liable for any and all additional costs as a result of the misrepresentation contained in the plans.

At bent 3 Underwood & Richards was required to go ten feet below bedrock to the planned elevation. At bent 4, 5 and 6 Underwood & Richards was required to go six feet into bedrock and then were permitted to stop prior to reaching the planned elevation.

The discovery of rock radically altered the details of construction. Underwood & Richards appropriately anticipated the use of a backhoe or clamshell for part of the excavation and a drag line for the excavation in the wet. The discovery of rock required that the excavation into bedrock be accomplished by the use of jackhammers, pavement breakers and hand shovels at bent 4, 5 and 6, and drilling and shooting at bent 3. The use of this mode of excavation substantially increased the cost of excavating the footings for the piers.

Underwood & Richards appropriately anticipated in bidding the job that excavation in the wet could be accomplished by a drag line with a minimum of shoring and cribbing. The presence of rock

prevented the use of the drag line and required far more shoring, cribbing, false work and dewatering than anticipated.

The presence of the rock prevented the sheet piling from having a self-sealing effect and required the constant use of pumps for dewatering.

The total effect of the misrepresentation of the soil conditions and the failure of the State to exercise its discretion under Standard Specification 105.33 and to change the elevations of the bedrock resulted in a cardinal or total change in the concept of the work to be performed. The total additional costs incurred by Underwood & Richards in performing the altered work, as well as the ripple effect to the unchanged work was not less than $94,670.78.

REDESIGN OF SIGN BRIDGE - $2,113.50.

Bid item No. 40 required the furnishing and installation of an 86-foot by 6-inch sign bridge. The bid amount was $13,440.00. The contractor fabricated this item. The State thereafter deleted the installation, but took possession of the sign at the job site.

By price agreement, the State paid the contractor $8,889.50, that figure being the cost of fabrication and delivery to the job site. The price agreement did not allow for a profit.

It is Underwood & Richards' position that they are entitled to full contract price of bid item No. 40 less reasonable cost of installation, $2,437.00, or a total of $11,003.00. Therefore, the amount of this claim is $2,113.50.

ADDITIONAL QUANTITIES

George Rienmiller, subcontractor, has made claims for additional quantities of fill and protective materials beyond that included in the final estimate. The basis of this claim is as yet unclear. As soon as additional information is obtained, a supplemental claim will be filed if warranted. The contractor hereby reserves the right to so file.

We are willing to arrange a meeting with you if you desire. We will be willing to bring to that meeting such additional

detail as we believe to be necessary.

If such a meeting is to be held, however, it should be held within 30 days of the receipt of this letter. If no meeting is held, we will be required to proceed as advised.

Very truly yours,

KOBIN & MEYER

Jack L. Joyce

JLJ:br

cc: Underwood & Richards Construction Co., Inc.
United Pacific Insurance Company

RECEIVED
SEP 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1969
FOR FILING
18-1130
6795

May 19, 1969

Mr. Norman B. Kobin
Kobin & Meyer
314 Oregon Bank Building
Portland, Oregon 97204

Dear Mr. Kobin:

Thank you for your May 16 letter and the supporting data relative to your claim on the Main Street Connection in Klamath Falls, Contract No. 6895. I will see that all members of the Board review this material just as soon as possible.

I believe the reason the Board had no questions at the meeting was because you presented your claim in greater detail and with more clarity than we usually experience. While the Board has made no finding on your request as yet, I am sure they understand your position on the matter.

Very truly yours,

R. L. Forter, Chairman
Claims Review Board

RLF:ms

cc Forrest Cooper
Victor D. Wolfe

John A. Bond - With original letter and enclosures.
Please circulate to the Board.

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
JACK L. JOYCE

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

223-1108

May 16, 1969

Mr. R. L. Porter
Chairman, Review Board
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Porter:

Re: Contract 6895
Main Street Connection
Underwood and Richards

We appreciated having the opportunity of presenting contractor's claims before the Review Board on May 14, 1969.

Both Mr. Joyce and I walked away from the meeting with the feeling that perhaps we had left something out, the reason being that the Board did not ask any questions. We, therefore, wonder whether our presentation was in sufficient detail and format.

At the time of the hearing we commented briefly on the dollar amount of the so-called rock claim. I am enclosing several copies of the handwritten dollar detail of the claim in accordance with my agreement for consideration.

I am also enclosing several copies of letter dated October 13, 1966, wherein contractor quoted Mr. Krehbiel prices at his request for excavating the rock at the various footings. This is the letter which the Board read at our conference.

As you know, our rock claim is based upon the position that neither the state, in the preparation of its design, or in the solicitation of bids, nor the contractor, in bidding this work anticipated that the subsurface materials to be excavated for the footings would require loosening by drilling and shooting or by the use of pavement breakers. At footings 2, 3 and 6 the information on the plans and soils reports already show sand and silt and clearly dispel this idea. Frankly, what one might encounter at footings 4 and 5 could be the subject of expert debate.

I have the utmost of respect for Mr. Merchant's engineering ability. I do, however, believe that he does not

approach the contractual obligations of the parties in accordance with the intent of the specifications. We believe that Mr. Merchant is of the opinion that the mere fact the contract does not classify materials to be excavated that it necessarily follows that if solid rock, unanticipated by either party, was encountered that additional compensation is unwarranted. Indeed, Mr. Merchant's letter of December 6, 1966, states:

> "The states does not agree with your contention that encountering solid rock is the basis for claims for additional compensation".

He made the general statement at the meeting that the contractor ran into the excavated materials in accordance with that which the bidding documents indicated. His explanation, however, was inconsistent with this statement:

1. He stated that three test holes were made and shown on the plans for this particular job. They were test holes 1cd, 2cd and test hole 3.

Admittedly the materials shown on the soil profile and in the boring reports for these three holes showed sand and silt for a distance considerably below the planned elevation. Test hole 2cd is on center line within 25 feet of the footing for bent 3. Test hole 3 is in the area of bent 6. Again, the soil information here indicates sand, gravel and other materials easily dug to a distance considerably below planned elevation.

Mr. Merchant states core holes 3 and 4 were taken several years before and for another job. He in effect is saying that the contractor should not have bid the job on the basis of the test holes taken for this job but on the test holes taken for some other job. The soils report information on the test holes taken for the other job were not available for examination. The three for this job were.

Assuming that there is some merit to Mr. Merchant's intention that the contractor should have considered core holes 3 and 4, it is our position that the information furnished does not sufficiently put a contractor on notice that he will encounter materials requiring drilling and shooting and the use of the pavement breaker. Article V-3 of the Standard Specifications provides that the department will furnish plans showing such data and details as are necessary to give a comprehensive idea of the construction contemplated. If Mr. Merchant's interpretation of subsurface conditions be anticipated is correct, it is submitted that the data upon which he relies was not in such detail as to give the contractor the comprehensive data upon which an intelligent bid can be made.

As suggested above, with respect to piers 4 and 5, there might be a question which would go one way or the other. With respect to piers 2, 3 and 6 it is obvious that solid rock was not anticipated. I would suggest that this would be an appropriate claim for further discussion and settlement by way of compromise. President Nixon can be conciliatory without losing his strength. My offer to be conciliatory is not to be construed as an acknowledgment that our claim is improper. I know you will treat it as such and I am sincere in my suggestion that further discussions are in order.

Sincerely yours,

KOBIN & MEYER

Norman B. Kobin

NBK:sm
Enclosures

cc - Mr. Ivan Merchant

RECEIVED
MAY 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT
MAY 7 - 1969
FORM 734

18-1130
6815

May 7, 1969

Mr. H. F. Smith
Attorney at Law
538 Main Street
Klamath Falls, Oregon 97601

Dear Mr. Smith:

I have just looked through our correspondence file on Contract No. 6895 awarded to Underwood & Richards Construction Company, Inc. and did not find any correspondence or notes concerning Mr. Reinmiller's claim.

This contract was completed April 23, and accepted by the Commission on July 17, 1968. Mr. Reinmiller's claim was filed with us December 23, 1968 and with the Secretary of State on January 1, 1969. As you know, the six-month period for filing of claims begins to run with the date on which the contract is accepted by the Highway Commission.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

FC:sj

H. F. SMITH
ATTORNEY AT LAW
838 MAIN STREET
KLAMATH FALLS, OREGON 97601

TELEPHONE:
882-2838

May 6, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Re: W. A. Reinmiller
Contract No. 6895

Gentlemen:

Thank you for the consideration shown Mr. Reinmiller on his visit to your office last December.

We have not yet had any response from the contractor Underwood & Richards Construction Co. or from its bonding company United Pacific Insurance Company in regard to payment of Mr. Reinmiller's claim. Unless you have some information regarding an intent on their part to pay this claim, I will expect to promptly file action on the claim.

Please let me know if you have any further information in connection with this matter.

Yours truly,

H. F. Smith
db

HFS:db
cc: Underwood & Richards Construction Co.
P. O. Box 1050
Bend, Oregon 97701
United Pacific Insurance Company
Box 1216
Tacoma, Washington 98401

filed with Sec of State 1-6-69

RECEIVED
JAN 7 1969
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID W. [illegible]
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

RECEIVED
APR 18 1969
FILING

18-1130

6895

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 16, 1969

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Re: Link River Bridge
Main St. (Klamath Falls)
Connection
The Dalles-California
Highway
Klamath County
Contract No. 6895

Dear Mr. Kobin:

Subsequent to my letter of April 10, 1969, I have been instructed to and hereby do advise you that the claims which you presented on behalf of your clients Underwood & Richards and United Pacific Insurance Co. on the above project are rejected. Specifically this refers to the claims set forth in the letter dated August 26, 1968 from Mr. Joyce of your office to the State Highway Engineer, and as discussed at the conference in Mr. Merchant's office on November 13, 1968.

This rejection is without prejudice to a review of these matters by the Department's Claims Review Board. If such review is desired, you or your clients should so request by letter, describing the matters to be presented for review, with sufficient details to enable the Department to have the appropriate records and personnel available to the Board.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

RECEIVED
APR 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

AHJ:rh

bcc: Mr. Tom Edwards
Mr. I. D. Merchant
Mr. G. E. Rohde
Mr. L. I. Lindas
Mr. John Bond

RECEIVED
JAN 7 1969
FOR ...

RECEIVED
JAN 6 8 49 AM '69
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DEPARTMENT

15-11-69
6895

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171
January 2, 1969

FILED
JAN 6 1969
CLAY MYERS
SECRETARY OF STATE

Claim File
No. 4411

Mr. W. A. Reinmiller
223 North Spring Street
Klamath Falls, Oregon 97601

Dear Mr. Reinmiller:

NOTED ON CARD
Jan
1-7-69

This is to acknowledge receipt of your claim letter of December 23 and attached copy of your statement stating that Underwood & Richards Construction Co., Inc., owes you for labor, materials, water, and equipment in the amount of $4,823.75, plus interest.

You state this is in reference to the Underwood & Richards Construction Co., Inc., Contract No. 6895 for grading, paving, structure, and signing on the Main Street Connection in Klamath Falls on The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company through the Gordon Randall Agency, 1036 Wall Street, Bend, furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Underwood & Richards Construction Co., Inc.
United Pacific Insurance Company
Gordon Randall Agency
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
JAN 7 1969
OREGON
STATE HIGHWAY COMMISSION

W. A. Reinmiller
223 North Spring Stre[illegible]
Klamath Falls, Oregon 97601

Phone 884-3203

December 23, 1968

To: State Of Oregon
Oregon State Highway Department
Salem, Oregon

Notice hereby is given that the undersigned W. A. Reinmiller has a claim for; Labor, Materials, and Equipment Rental. At the request of Underwood & Richards Construction Co. Inc. the undersigned did furnish labor, material, water and equipment on contract No. 6895. The undersigned did load, haul, furnish material compact the fill for the above No. Contrat, along with hauling necessary rock as requested and did load haul place and furnish equipment for placing top soil and Rip Rap. The undersigned did also rent or lease by the hour the following equipment, as needed and requested by Underwood & Richards Construction Co. Inc.

1. 1000-D Track Loader
2. TD-18 Cat with Blade & Winch
3. D-4 Cat with Blade & Ripper
4. 310 Cat with Blade
5. Cat Motor Grader
6. Lowboy Trailer with Truck Tractor

Job tickets for the above Labor, Material, and Equipment Rental have been signed by the job Superintendent for Underwood and Richards Construction Co. Inc. Mr. Don Clark, and are available for inspection.

The undersigned does have due him for the above Labor, Material and Equipment Rental Four Thousand Eight Hundred Twenty Three and Seventy Five Cents ($4,823.75) plus interest since December 1, 1967 against the Bond taken from United Pacific Insurance Company for work of Contract No. 6895 Grading, Paving, Structure and Signing, Main Street (Klamath Falls) Connection, The Dalles-California Highway.

Signed _____
W. A. Reinmiller

STATEMENT

W. A. Reianniller
223 N. Spring Street
Klamath Falls, Oregon

Phone 884-3203

Copy For
Oregon State Highway Eng.
Klamath Falls, Oregon

March 1 19 68

TO UNDERWOOD & RICHARDS CONST. CO. INC.

ADDRESS Post office Box 1050

CITY Bend, Oregon 97701

TERMS Net 10th

Please detach and return upper portion with your remittance

Shorty miller 7-16-68
said he would talk to-
Richard - and advise
week of 7-22

		Labor, Material, and Equip.			
		Rental - Link River Bridge Job.			
		Top Soil, and Rip Rap work comp-			
		leted November 28, 1967			
		Balance Due			$4,823.72
		Mr. Don Underwood			
		I talked to Mr. Miller of			
		United Pacific Ins. and he said			
		he had not received your authority			
		to pay this bill, the one you sent			
		in must have gotten lost. Would you			
		send this in or Phone him so we can			
		get our money, as I have some taxes			
		to get payed by the 15th of Month			

Your Check is Your Receipt

GrayLine "SNAP-A-WAY" FORM 44-510 2-PARTS WILSON JONES COMPANY © 1961 PRINTED IN U S A

RECEIVED
NOV 27 1968
FOR FILING

18-1150

6895

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 22, 1968
Salem, Oregon

To: MEMORANDUM TO THE FILES

SUBJECT: Link River Bridge
Main St. (Klamath Falls)
Connection
The Dalles-California Highway
Klamath County
Contract No. 6895

A meeting was held in Mr. Merchant's office on Wednesday, November 13, 1968, at 1:15 p.m., for the purpose of discussing the claims for compensation to the contractor, as outlined in Kobin & Meyer's letter of August 26, 1968.

Present were Mr. Don Underwood of Underwood and Richards Construction Company; Mr. Norm Kobin and Mr. Jack Joyce, Attorneys representing Underwood and Richards Construction Company and United Pacific Insurance Company; Mr. Ivan Merchant, Mr. Al Rear, Mr. Ted Roake, Mr. Alan Johansen, Attorney, Mr. Jim Putnam and Mr. Norm Krehbiel, representing the Highway Department.

Mr. Kobin was the principal speaker for the contractor and used their letter of August 26, 1968, as a guide for discussion of liquidated damages.

Mr. Kobin claimed that the contractor was charged too many days' penalty, saying that circumstances were such that we should have allowed more days of extended time. He claimed that the contractor was misled by the foundation exploration drawings, which caused him to believe that his sheet piling would be driven through sands and gravels instead of rock, which he encountered before reaching the required elevation of the pier footing. On Pier No. 3, Mr. Underwood stated he tried several times to obtain suitable equipment to remove the material and finally resorted to blasting, which wrecked his falsework in Pier No. 3.

He went on to state that to excavate the footing for the other piers, he had to break the rock out, as all other methods seemed to fail. Mr. Kobin claimed that upon the discovery of rock at Pier No. 3, there was a 6-week delay before the State made a decision as to what to do and quoted dates of September 15 to November 29, 1966.

NOTED
TOM EDWARDS

In answer to Mr. Kobin and Mr. Underwood's claim that the foundation exploration was misleading, Mr. Merchant stated that the materials indicated by the test holes were substantially that which were found.

At this time, Mr. Kobin requested copies of the field drilling logs of the 3 holes designated 1CD, 2CD and 3, which were drilled for this structure. Copies were made and handed to him during this meeting.

The loss of time due to the discovery and relocation of the sewer line under Bent No. 2 was discussed and the contractor claimed at least 8 weeks loss of time. All through this discussion of loss of time due to rock excavation and sewer relocation, especially the latter, Mr. Kobin claimed that the loss of time was during the time of year which was good construction weather and the extension of time was during the Winter months. It was his opinion that the time which the contractor lost due to the relocation of the sewer was worth more than the compensatory time which the State allowed.

Mr. Kobin brought up the matter of the guardrail, which was revised to conform to the new safety standards and said that there was approximately 6 months' delay from June to November before new material could be obtained and erected. It was his thought that we did not allow them sufficient extended time.

The field revision, which required the change in type of catch basin, causing a delay of 2 weeks, was also brought up. Al Rear said that he did not think that the change caused any loss of time because work was progressing on the project and the catch basins were incidental. However, he stated that he would make a further study of this matter.

Mr. Kobin then referred to the revision of the signing wherein the bid item number 40 was deleted and the contractor was paid for the actual cost of the sign bridge without any consideration for overhead or profit. Mr. Merchant stated that this was a price agreement and was signed by the contractor. Mr. Johansen stated that the price agreement was in line with Specification 9-7 and 9-12, part of which states: ". . . but no allowance will be made for anticipated profits. . .". Mr. Kobin stated that they would test this in court.

At the conclusion of the presentation, Mr. Merchant stated that as there seemed to be a deadlock in our ideas regarding these claims, the next step would be for the contractor to present his case to the Highway Claims' Board. Mr. Kobin stated that he is not interested in this and that he would rather have a public hearing.

Also at the conclusion of this meeting, Mr. Kobin requested a copy of the Supplemental Specifications and Special Provisions, along with a set of plans for the subject structure. Mr. Alan Johansen made the same request for his office. These were sent to them on November 19, 1968.

The meeting adjourned at 3:00 p.m.

Theo. C. Roake
Assistant Bridge Engineer

TCR:jr:jf

cc: Tom Edwards
A. A. Rear
Alan Johansen
J. F. Putnam
Norman Krehbiel

RECEIVED
NOV 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1968
FOR FILING

18-1130

6895

September 27, 1968

Mr. Jack L. Joyce
Kobin and Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Dear Mr. Joyce:

Reply is made to your letter of September 25, concerning the Main Street-Klamath Falls Section of The Dalles-California Highway, Contract No. 6695, Underwood and Richards and United Pacific Insurance Company claim.

The questions you posed in your claim required investigation and analysis. We are not prepared to answer them at the moment, having only received the field analyses last week.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)
John Bond (enc.)
J. F. Putnam (enc.)

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
JACK L. JOYCE

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

223-1108

September 25, 1968

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Tom Edwards, Assistant State Highway Engineer

Re: Main Street-Klamath Falls Section of The Dalles-California Highway, Contract No. 6895. Underwood & Richards and United Pacific Insurance Company Claim.

Mr. Edwards:

On September 10, 1968, you acknowledged receipt of our August 26, 1968 letter and informed us that you had referred it to appropriate individuals for investigation and that you would reply in detail when the investigation is complete.

We have not as yet received a detailed reply, or any other form of response. A response from your department within five (5) days of receipt of this letter would seem to be in order.

Yours very truly,

KOBIN & MEYER

Jack L. Joyce

Jack L. Joyce

JLJ:br

NOTED
TOM EDWARDS

RECEIVED
SEP 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1968

FOR FILING
18-1130
6895

MEMO TO FILES
August 8, 1968

Cooperative Construction Agreement, June 2, 1966
Main Street Connection
The Dalles-California Hwy. No. 4 (US 97)
City of Klamath Falls

Pursuant to an agreement dated June 2, 1966, and related correspondence, including Mr. F. B. Klaboe's letter of July 29, 1968, and Mayor R. E. Veatch's reply of August 5, 1968, pertaining to subject matter, it is the understanding of these parties involved that the contemplated landscaping project (tentatively scheduled for September 5, 1968), should be considered as part of the overall project.

Mayor Veatch's letter has the approval of, and gives the assurance that the City of Klamath Falls will undertake full responsibility for maintenance of the aforementioned landscaping project upon completion by State's contractor.

This office feels that the letter exchange of Mr. Klaboe and Mayor Veatch should be attached to the original agreement in the Highway Commission files in lieu of any further agreement.

D N Harwell

D. N. Harwell
Assistant County & City Engineer

DNH:mm

cc: Floyd Query, w/attach.
Forrest Cooper
R. L. Porter
F. B. Klaboe, w/attach.
V. D. Wolfe
F. D. Morgan
Mark Astrup, w/attach.
J. F. Putnam, w/attach.

NOTED
FLOYD QUERY

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161

Office of the Mayor

Robert E. Veatch

August 5, 1968

RECEIVED
AUG 7 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Dear Mr. Klaboe:

Your July 29, 1968 letter regarding the forthcoming landscaping project on the highway right-of-way adjacent to the Veterans Memorial Park and Main Street suggested that, under the cited terms of the Main Street agreement, the City of Klamath Falls might provide assurances that it will be responsible for maintenance of the project one year after completion.

After reviewing the General Provisions of the agreement between the City of Klamath Falls and the State Highway Commission relative to the Main Street Section of The Dalles-California Highway, it is our conclusion that your suggestion is a proper one. Accordingly, and on behalf of Klamath Falls' City Council, this letter will serve as our approval and assurance that the City will undertake full responsibility for maintenance for this project upon completion. As mentioned, this will commence one year after completion, in as much as your road improvement contracts require the contractor to maintain the planting over one growing season.

At the same time, it is our strong desire that this project be completed this fall, rather than next spring, and in that respect, we hope that your September 5th bid opening can be expeditiously implemented accordingly.

Sincerely,

Robert E. Veatch

ROBERT E. VEATCH
Mayor

REV:rjm

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS S. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

15 Falls, Landscaping
Ref: 6/2/66 Coop Const Agr
Main St Connection
@ Link R. Bridge
Hwy 1

RECEIVED
JUL 29 1968
ENGINEER
COUNTY & CITY DIVISION

July 29, 1968

The Honorable Robert E. Veatch
Mayor of Klamath Falls
City Hall
Klamath Falls, Oregon 97601

NOTED
H. S. COX

Dear Mayor Veatch:

Paragraph 1, General Provisions of the agreement between the City of Klamath Falls and the State Highway Commission relative to the Main Street Section of The Dalles-California Highway, has just been brought to my attention.

To date, plans (attached) have been prepared for the improvement of the right-of-way adjacent to the Veterans Memorial Park and Main Street. This project calls for a shrub planting primarily, and the installation of an underground automatic sprinkler system. The City has agreed to permit the State to use its pumping facilities and the Commission has approved financing from State funds.

However, under the cited terms of the Main Street agreement, and although we are ready to proceed with the improvement, we believe we should have your prior approval and assurance that you will be responsible for maintenance of the project on completion. Our roadside improvement contracts require the contractor to maintain the planting over one growing season. Thus, if the project were completed either this fall or next spring, your responsibility would not take effect until late 1969.

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
J. F. Putnam
Mark Astrup

Mark said he would contact Don Todd (City Engr.) re this matter...

Att.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLASOE

F. B. Klaboe
Assistant State Highway Engineer

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED

RECEIVED
JUL 18 1968
FOR FILING

18-11-30

6195

July 18, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6895 awarded to Underwood & Richards Construction Company, Inc., for grading, paving, structure and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County was completed on April 23, 1968, and accepted by the Highway Commission on July 17, 1968.

Final payment in the amount of $21,708.10 will be released to you as surety after July 25, 1968. The total contract amount is $339,622.42 including $2,715.26 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Underwood & Richards Constr. Co., Inc.
P. O. Box 1050
Bend, Oregon 97710

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 18 1968
FOR FILING

18-1130

6895

July 17, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed April 23, 1968, on Contract No. 4921. The contract was with Underwood and Richards Construction Company, Inc., and was for grading, paving, structure, and signing on the Main Street (Klamath Falls) connection section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 17, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb fn

RECEIVED
JUL 15 1968
FOR FILING

18-1130
6895

July 12, 1968

Pox Building Company
3310 Derby Street
Klamath Falls, Oregon 97601

Gentlemen:

Thank you for your letter of July 10 informing us that your claim against Contract No. 6895 was satisfied on July 10, 1968.

This appears to be in reference to the Underwood & Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure, and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County.

Our records indicate that this claim was in the amount of $170. We will advise the surety, agent, and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Construction Co., Inc.
Commissioners

CWH:gc

NOTED ON CARD
E. C. 7-12-68

Pex Building Co.
POLE-TYPE BUILDINGS
TELEPHONE 882-3964 OR 882-3548
3310 DERBY STREET
KLAMATH FALLS, OREGON
97601

July 10, 1968

State of Oregon
State Highway Department
Salem, Oregon

Re: Contract #6895, Grading, Paving, Structure and Signing, Main Street (Klamath Falls) connection, The Dalles-California Highway.

Gentlemen:

Please be advised that our claim against the above contract was satisfied July 10, 1968. A release and assignment have this date been forwarded to the United Pacific Insurance Company in the amount of $170.00

Yours very truly,

R. W. Pex

R. W. Pex

RWP:dr

NOTED -
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
JUL 12 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 19 1968

18-Y130
6895

June 19, 1968

yellow copy

Oregon State Highway Commission

Gentlemen:

During negotiations for right-of-way for Main Street (Klamath Falls) Section of The Dalles-California Highway (Contract No. 6895), we agreed to landscape the portion of the line that passes through a memorial park operated by the City.

Our plans call for the installation of a sprinkling system and the planting of native shrubs, such as juniper, at a cost of $3,000. Coast Project Landscaping

Approval is requested to finance this project from State funds on the current State Construction Program and contract the work in September.

This matter will be on the agenda for your consideration at the July 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

By

R. L. Porter
Deputy State Highway Engineer

FBK:mc ms

FORM E-30 SOM 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1968

SUBJECT: Schedule of Contract Lettings

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

The following two roadside improvement projects were added to the schedule this morning:

Main St.-Klamath Falls Connection Sec. The Dalles-California Highway Klamath County Roadside Improvement	State	$20,000
Willamette River Bridge Sec. Eugene-Springfield Highway Lane County Roadside Improvement	FAI	$55,000

The Klamath Falls project involves the installation of a water system and the planting of the highway right of way. This traverses a portion of the Veterans Memorial Park, a City park. The City has agreed to furnish water for the project. This job requires Commission approval.

The Eugene project involves the improvement on both sides of the Willamette River, of the bridge abutments and median islands.

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. D. Morgan
Owen Turner

RECEIVED
JUN 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

June 11, 1968

4-12

Mr. Donald E. Todd
City Engineer
325 S. Fifth Street
Klamath Falls, Oregon 97601

Dear Mr. Todd:

This will acknowledge your letter of May 27 requesting information concerning the lighting project at the Main Street Interchange on US97 and also the landscaping in this area.

No funds are available for the lighting project until late fall.

The landscaping project is scheduled for this fall. It will not be possible to advance the contract date so that the project could be completed before the middle of August.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
J. F. Putnam (enc.)

VDJ:mk/TE:ja

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161

May 27, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Tom Edwards
Assistant State Highway Engineer

Gentlemen:

On January 23, 1968 the Klamath Falls City Council executed an agreement with the Highway Department to install ornamental lighting on Main Street and on the new freeway off-ramp over Link River. By that agreement, the City is obligated to construct that portion of the lighting project on Main Street and the State is obligated to light the structure.

We are presently under construction on our portion of this project and I would appreciate receiving some indication of when the Highway Department intends to proceed with the structure lighting.

As you are no doubt aware, Klamath Falls is Host City for the Babe Ruth World Series starting August 17, 1968. We are anxious to have as much of this work as possible done prior to that time, so that the City may make the best possible impression on those people arriving for the World Series.

I am also concerned about the landscaping through the Vets Park area adjacent to the new off-ramp. Some time ago I received a letter from the Highway Department asking for information on the pump which presently provides irrigation water for Vets Park and those landscaped areas adjacent to the Park which are maintained by the State. I assumed that the intent was to provide irrigation facilities for landscaping on the new earth fill across Vets Park. The City would appreciate any expediting that could be done on this project to push it to completion before the middle of August.

Very truly yours,

Donald D. Todd
City Engineer

DDT:sw

RECEIVED
MAY 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1968
COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. [illegible]
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

File # 4389

FILED
JUN 1 1968
CLAY MYERS
SECRETARY OF STATE

18-1130
6895

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 17 10 10 AM '68
CLAY MYERS
SECRETARY OF STATE

June 14, 1968

Mr. Hal F. Coe
Attorney at Law
2261 South 6th Street
Suite No. 3
Klamath Falls, Oregon 97601

NOTED ON CARD

Dear Mr. Coe:

This is to acknowledge receipt of your letter of June 11 and attached copies of summons and complaint filed against Underwood & Richards Construction Company by Albert and Marlene Conforti.

You state that the original summons and complaint in the amount of $980 is incorrect and the amount should be $2,980 as shown on the attachments.

Your letter states this is in reference to the Underwood & Richards Construction Company Contract No. 6895 for grading, paving, structure, and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County.

Our records indicate that the original claim was filed with the Secretary of State on April 26, 1968, and assigned his Claim File No. 4378. We will forward this summons and complaint to the Secretary of State for filing. Your letter indicates that you have forwarded copies to the United Pacific Insurance Company.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Gordon Randall Agency
Underwood & Richards Construction Co., Inc.
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
JUN 20 1968
OREGON
STATE HIGHWAY COMMISSION

TELEPHONE
882-7291

Hal F. Coe
ATTORNEY AT LAW
LEGAL ARTS BUILDING
2261 SO. 6TH ST., SUITE NO. 3
KLAMATH FALLS, OREGON 97601

June 11, 1968

State of Oregon
State Highway Department
Salem, Oregon 97301

Attention: Mr. Floyd Query, Secretary

Re: Underwoods and Richards Construction Co., Inc.
Contract No. 6895

Dear Sir:

Concerning the above referred to matter and our summons and complaint filed against said company by Albert and Murlyne Conforti, there evidentally was some typographical error on the summons and complaint since our original copies served reflect that the claim as being $2,980.00 as to the damage claim, so the information of $980.00 is incorrect and we are enclosing the duplicate original of the papers served and which was filed in the Court in Klamath County. Why your copy reflects otherwise, I do not know.

I am also sending copies to United Pacific Company so that the matter will be corrected.

Yours very truly,

Hal F. Coe

HAL F. COE

HFC:lw
Enc: 1

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH

-oOo-

ALBERT CONFORTI and MARLENE CONFORTI, husband and wife, Plaintiff, -vs- UNDERWOOD AND RICHARDS CONSTRUCTION COMPANY, A Corporation, Defendants.	)	NO. 6[illegible]- L SUMMONS

TO: UNDERWOOD AND RICHARDS CONSTRUCTION COMPANY, A Corporation, Bend, Oregon, Defendant.

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled action within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; and if you fail so to answer, for want theroof, the Plaintiffs will take judgment against you as set forth in Plaintiffs' complaint filed herein, a copy of which is herewith served upon you and to which your attention is hereby directe d and as more particularly set forth as follows:

1. For the sum of $2980.00
2. For Plaintiffs' costs and disbursements incurred herein.

HAL F. COE

/s/ HAL F. COE
ATTORNEY FOR PLAINTIFFS
2261 South 6th Street
Klamath Falls, Oregon 97601
882-7291

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH

-oOo-

ALBERT CONFORTI and MARLENE CONFORTI, husband and wife, Plaintiff, -vs- UNDERWOOD AND RICHARDS CONSTRUCTION COMPANY, a Corporation, Defendant.	)	NO. 67- L C O M P L A I N T

Plaintiff alleges:

I.

THAT at all times herein mentioned, Plaintiffs were the owners of property located near Link River known as 142 Riverside Drive and 204 Riverside Drive located in Klamath County, State of Oregon.

II.

THAT at all times herein mentioned, Defendants were engaged in the construction business and more specifically at the time of the alleged incident were engaged in the construction of an overpass for the State Highway Department across Link River in Klamath County, State of Oregon.

III.

THAT on or about the 15 day of October, 1966, Defendants did cause blasting to be done near the retaining wall area of the river located approximately one block and a half from Plaintiff's property.

IV.

THAT said blasting was excessive and did cause tremors, vibrations and shock and said tremors, vibrations,

and shock caused damage to Plaintiff's property in that the residence known as 142 Riverside Drive, Klamath County, Oregon, received damage to the front room by way of cracks, a settling of the floor all in Apartment Number One of the above residence, causing Plaintiff to have to raise the level inside 1/4 of an inch, causing the corners of the apartment to pull away on the paneling, leveling of floor in three rooms in the apartment. That the kitchen area is three inches lower on one side and the wall in the kitchen is buldged approximately one inch. That as of the result of the cracking, water came into the premises from run off causing water damage and damage to the foundation of 142 Riverside Drive, Klamath County, Oregon.

V.

THAT Apartment Number Two of the aforesaid premises had damage to the kitchen floor causing a four inch difference in level and requiring Plaintiffs to put in new doors because of the settling and also caused the wall to be two to three inches out of plumb. That the bedroom in Apartment Number 2 buldged in the center of the floor causing Plaintiffs to pour a slab of concrete for a new floor.

VI.

THAT the damage to 204 Riverside Drive, Klamath Falls, Klamath County, Oregon, consists of cracks in the concrete retaining wall in the basement causing the concrete to break up, a split in the wall in the dining room, a settling of the floors on the second floor, cracks in the walls in the kitchen. The cement retaining wall on the patio was caused to lean over and subsequently had to be repaired.

VII.

THAT the reasonable value of the damage to Plaintiff's property caused by the blasting of the Defendants reduced the

value of the property and caused Plaintiff to have to repair said damage which repairs were in the amount of $2,980.00

WHEREFORE, Plaintiffs pray for damages against the above named Defendants in the amount of $2,980.00 and for Plaintiff's costs and disbursements incurred herein.

HAL F. COE

/s/ HAL F. COE
ATTORNEY FOR PLAINTIFFS

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
FRED W. HILL, MEMBER, PENDLETON
THADDEUS B. BRUNO, MEMBER, PORTLAND

JUN 21 1968 Claim File #4388

FILED
JUN 13 1968
CLAY MYERS
SECRETARY OF STATE

FOR FILING

18-1T30
611

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 13 9 55 AM '68
CLAY MYERS
SECRETARY OF STATE

June 12, 1968

Mr. Gordon H. Price
Attorney at Law
P. O. Box 142
Molalla, Oregon 97038

NOTED ON CARD

Dear Mr. Price:

This is in reply to your letter of June 10 informing us that Underwood and Richards Construction Co., Inc., owes Coral Corporation for materials in the amount of $2,838.70.

This appears to be in reference to the Underwood and Richards Construction Co., Inc. Contract 6895 for grading, paving, structure, and signing on the Main Street Connection in Klamath Falls on The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company through Gordon Randall Agency, 1096 Wall Street, Bend, Oregon, furnished the performance bond on this contract. We will advise them of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

This contract was completed on April 23, 1968, but has not yet been accepted by the State Highway Commission. The State does not withhold payments on contracts unless requested by the surety or upon advice of our Chief Counsel.

Please advise this office when the Coral Corporation's claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Ins. Co.
Gordon Randall Agency
Underwood and Richards Constr. Co., Inc.
Hon. Clay Myers - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
JUN 20 1968
OREGON
STATE HIGHWAY COMMISSION

GORDON H. PRICE
ATTORNEY AT LAW
P. O. BOX 142
MOLALLA, ORE. 97038

PHONE 829-2711

June 10, 1968

State Highway Commission
State of Oregon
Salem, Oregon

Re: Main Street-Klamath Falls Connection
OSHD Contract No. 6895

Gentlemen:

I represent Coral Corporation who was a materials supplier to Underwood & Richards Construction Company in the above contract.

Underwood & Richards Construction Company has failed to pay to Coral Corporation for materials in the amount of $2,838.70 and legal action to collect this sum together with interest and attorney fees is being commenced.

If you still hold any monies due to Underwood & Richards Construction Company, we would appreciate it if you would hold them until arrangements have been made to pay Coral Corporation.

Very truly yours,

Gordon H. Price

18-1130 6895

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Main St. (Klamath Falls) Connection		WEEK ENDING: 6/7/68
		SECTION PREFIX: 18-1130
HIGHWAY: The Dalles-California		COUNTY: Klamath
NAME OF JOB: Main St. (Klamath Falls) Connection	KIND OF WORK: Grading, Paving, Structure, and Signing	
CONTRACTOR: Underwood & Richards Const. Co.	CONTRACT NUMBER: 6895	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 8/8/66	DATE WORK STARTED: 9/6/66	ESTIMATED COMPLETION DATE: 4/30/68
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 320	CALENDAR DAYS USED 502
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 156.8
PROJECT AUTHORIZATION: $434,261.30	ENGINEERING AUTHORIZATION $56,027.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0
EXCLUSIVE OF ENGINEERING: $378,233.80	ENGINEERING COST TO DATE $48,178.72	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98.0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $336,771.25		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10.0 %	PERCENT OF AUTHORIZATION 86.0 %	April 23, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.22	0.22			0.22
MILES PARTIALLY COMPLETED	0.22	0.22			0.22
MILES COMPLETED	0.22	0.22			0.22
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,600 Yds.	3,660 Yds.			760 T
TOTAL QUANTITIES CORRECTED TO DATE	19,300 Yds.	3,660 Yds.			760 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,274 Yds.	3,356 Yds.			813 T
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Time Used	Time Used			Time Used
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8347A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	No		
MONDAY	Partly Cloudy	No		
TUESDAY	Partly Cloudy	No		
WEDNESDAY	Overcast	No		
THURSDAY	Clear	No		
FRIDAY	Clear	No		
SATURDAY	Partly Cloudy	No		

Routing

RECEIVED

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6/2/68	No activity
MONDAY 6/3/68	Project completed-no activity Working on semi-final
TUESDAY 6/4/68	Project completed-no activity Working on semi-final
WEDNESDAY 6/5/68	Project completed-no activity Working on semi-final
THURSDAY 6/6/68	Project completed-no activity Working on semi-final
FRIDAY 6/7/68	Project completed-No activity Semi-final submitted to division office. Last weekly report on this project.
SATURDAY 6/1/68	No activity

REMARKS

Project completed 4/23/68
Semi-final submitted to division office Friday, 6/7/68
Last weekly report on this project, 6/7/68

SIGNED T. Kuchlich LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 12 1968
FOR FILING

18-1130

6985

6616

June 11, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DA

Dear Sir:

In reference to your May 27 letter concerning signing on the Willamette River Bridge Section of Oregon Project I-105-4(113)197, the Interstate 5 shield will be dropped from the eastbound left sign on the sign bridge and also from the sign at First Avenue. It will not be possible to add an additional line of copy to the sign bridge sign since it would increase the sign height.

The "Ocean Beaches" destination will be dropped from the First Avenue sign.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
C. T. Keasey (enc.)

VPJ:mk ja

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: May 27, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

MAY 31 1968

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section - Signing

By May 16 letter Mr. Edwards submitted proposed signing plan changes for the subject project. Reflected in the revised plans are those changes recommended by Lane County and the city of Eugene.

We have no objections to the overall plan except for the use of the "I-5" shield on the I-105 route. The changes on the I-105-4(113)197 project, for which you have requested participation and which are shown on the second sheet entitled "Signs on Willamette River Bridge Contract" are approved subject to the following conditions:

The "I-5" shield should be dropped from the eastbound left sign on the bridge. We suggest adding "Interstate 5" as a destination on that sign. Similarly, drop the "I-5" shield from the sign at 1st Avenue.

The "Oregon Beaches" destination should be dropped from the 1st Avenue sign.

Those signs not necessary upon completion of the next and final section of I-105 should be of temporary materials. Where modifications will be required removable legends on permanent boards may be considered. These points have been discussed with representatives of the Traffic Division.

RECEIVED
MAY 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

May 16, 1956

Mr. E. L. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

There are attached two copies of a sketch showing major construction signing on that section of the Eugene-Springfield Highway, I-105, between the Coburg Road Interchange and Seventh Avenue. It is proposed to install the signs outlined in red. Your approval of the basic plan is requested.

Maint
Griffin
Lemke
Eng. Spf.

It is further proposed that those portions and changes on the Marion County portion, I-105, inclusive, be added as extra work to the Willamette River Bridge Section Project I-105-4(13)107. The estimated cost of this work is $11,000. Your approval of this change is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (2)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandell
L. H. Young

VPJ:ji ja

RECEIVED
JUN 10 1968
FOR FILING

18-1130

6895

#6895

copy

June 5, 1968

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98401

Gentlemen:

Please refer to our letter of March 15, 1968, which explains the situation clearly.

Our statement submitted for $170.00 clearly states it is for machine time only. This invoice was submitted after receipt of the payment of $5.00 per hour for the operator. The $170.00 is the balance due us.

I have no intention whatsoever in signing any release in the amount of $82.45.

Sincerely,

Richard W. Pex

RWP:dr

cc: Underwood & Richards Construction Co.
cc: State Highway Department

Pex & Building Co. claim was filed with Sec. of State on 1-31-68 — C.H.

RECEIVED
JUN - 6 1968
OREGON
STATE HIGHWAY COMMISSION

UNITED PACIFIC INSURANCE COMPANY
HOME OFFICE: 728 ST. HELENS AVENUE • BOX 1216 • TACOMA, WASHINGTON 98401

May 31, 1968

R. W. Pex
Pex's Building Company
3310 Derby Street
Klamath Falls, Oregon 97601

Dear Mr. Pex:

United Pacific Bond B-516777
(62-114025)
Principal: Underwood & Richards
Construction Company, Inc.
Obligee: State of Oregon
Contract: Klamath Falls Bridge Job

Regarding your claim for labor and/or materials supplied to Underwood and Richards on the above project, please refer to our letter of March 12, 1968, wherein we informed you that Underwood & Richards admit they owe you the sum of $82.40. In view of the dispute regarding the amount of your claim, we suggest you contact Mr. Underwood and attempt to resolve it so we can get this claim settled. We previously sent you a "Release and Assignment" in the amount of $82.45. If you desire payment, please execute them, have them notarized and return them to us and we will forward to you our draft in the amount of $82.45 to dispose of the claim.

Thanks for your cooperation.

Very truly yours,

Robert L Miller
Robert L. Miller
Bond Claim Department

jc

cc: Underwood & Richards Construction Co., Inc.
Mr. John E. Richards

March 15, 1968

United Pacific Insurance Company
728 St. Helens Avenue Box 121
Tacoma, Washington

Sirs:

We agreed to dig these holes at the rate of $15.00 per hour, which included the operator and machine. Underwoods and Richards Construction Company chose to pay $5.00 per hour of this in the form of wages which left $10.00 per hour for 17 hours to be applied against machine time. The balance due and payable as indicated in my claim is $170.00.

Please send a new Release and Assignment form for the corrected amount.

Sincerely,

Richard W. Fox

RWF/mls

RECEIVED
JUN - 6 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 20 1968
FOR FILING

18-1130

6895

May 31, 1968

#5

Underwood and Richards Construction Co., Inc.
P. O. Box 1050
Bend, Oregon 97710

Gentlemen:

The State Highway Commission at its meeting on May 29 considered your request for an extension of time on Contract No. 6895 for construction of the Main Street (Klamath Falls) Connection on The Dalles-California Highway in Klamath County.

After careful consideration, the Commission granted you an extension of 82 calendar days.

Very truly yours,

Floyd Cleary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc J. F. Putnam
Herman Krahbiel
L. H. Young
Ivan Merchant
C. H. Nelson

RECEIVED
MAY 29 1968
FOR FILING
18-1130
6895

May 27, 1968

Pex Building Company
3310 Derby Street
Klamath Falls, Oregon 97601

Attention: Mr. R. W. Pex

Gentlemen:

We have received your letter of May 23 stating that you have not received payment for work performed on the Underwood & Richards Construction Company, Inc., Contract No. 6895 in Klamath County.

Our records indicate that your claim in the amount of $170 was filed in the Secretary of State's office on January 31, 1968, and was assigned File No. 4359. This contract was completed April 23, 1968, but has not yet been accepted by the State Highway Commission.

The United Pacific Insurance Company through Gordon Randall Agency in Bend furnished the performance bond on this contract. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

We will forward a copy of your letter to the surety and the agent so that they will know the current status of your claim.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

Calligo

cc: United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.

Pex Building Co.

POLE-TYPE BUILDINGS
TELEPHONE 882-3964 OR 882-3548
3310 DERBY STREET
KLAMATH FALLS, OREGON
97601

May 23, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary
Oregon State Highway
Commission

Dear Mr. Query:

Reference is made to your letter of January 30, 1968 regarding the Underwood and Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure and signing of the Main Street (Klamath Falls) Connection Section of the Dalles-California Highway in Klamath County, Oregon.

Please be advised that we have not received payment for the work performed for this contractor to date.

Please acknowledge.

Very truly yours

Richard W Pex

R. W. Pex,
Owner

RWP:elw

RECEIVED
MAY 24 1968
OREGON
STATE HIGHWAY COMMISSION
NOTED
C. W. HEAD

6895

GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 24, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 5
May 29, 1968 meeting

Gentlemen:

Underwood and Richards Construction Company, Inc., contractor for the construction of the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County, Contract No. 6895, has requested that he be granted an additional 150 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites extra work involved in rearranging a sewer line; placing additional electrical conduit and placing additional catch basins; inclement weather; difficulty in performing rock excavation in footings, and other incidental reasons for his failure to complete the work on time.

The contract allotted 320 calendar days to complete the work, which forecast a completion date of July 12, 1967. The work was actually completed April 23, 1968, with 502 calendar days charged. This is an overrun of 182 calendar days.

The project was completed to a stage that permitted its use by traffic on November 16, 1967, with 447 calendar days being charged. Fifty-five days were charged after the section was opened to traffic. Work remaining at this time consisted essentially of minor structure concrete finish; finish shaping of fills and topsoil; placement of guardrail, and job cleanup.

The contractor's construction schedule was delayed 42 days in performing extra work in rerouting a sewer line in the area of Bent 2; one day in installing electrical conduit added to the work; 32 days in performing extra work on guardrail changes; two days because of a minor grade line change; and five days in performing additional excavation involved in the sewer line work, for a total of 82 days.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 27 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

The above warrants an extension of 82 calendar days without assessment of liquidated damages.

I recommend that the contractor be granted an extension of 82 days without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 100 days consumed. This amounts to an assessment of $10,000.

This matter will be on the agenda for your consideration at the May 29 meeting.

Very truly yours,

Signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
J. F. Putnam

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6895 **Contractor** Underwood and Richards Construction Company

Highway The Dalles-California

Section Main Street (Klamath Falls) Connection

Kind of Work Grade, Pave and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 82 days without assessment of liquidated damages account extra work and plan changes. Assess liquidated damages for remaining 100 days consumed.

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
APR 15 1968
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

J. Fultmer
Division Engineer

Ivan V. Merchant
Construction Engineer or Bridge Engineer

Asst
State Highway Engineer

Contract No.	6895
Project designation	State (State-Federal)
Date awarded	8-8-66
Work started	9-6-66
Per cent completed	100% Date 4-23-68
No. of Workdays Allowed	Calendar Days 320
No. of Workdays Used	Calendar Days 502
No. of Added Workdays Requested	150

SP*8206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 29, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 510 days to 470 days, within which to complete our Contract No. 6695, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheet.

Respectfully submitted,

Underwood & Richards Construction Co., Inc
Contractor

By Donald W. Richards

CONSENT OF SURETY

Date February 15, 1968

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

E. T. Lynch
Attorney-in-fact E. T. Lynch

(SEAL)

Muriel F. Pierce
Resident Agent Muriel F. Pierce

We had set up to work on piers #2 and #3 with our sheet piling and equipment, because we had access to them. We had to build a dock to get to pier #3, because it was in the river approximately 100 ft. from shoreline. This was necessary because the specifications said that no fill was to be put into the river to make a road. We had our sheet piling placed on pier #3 side--about 200,000 lbs. of it. In excavating for pier #2, we ran into an existing city sewer line. This was unknown to us and to the State. Time was lost by the time a decision was made, a price agreed upon, pipe ordered and delivered. At this time, we considered moving over to work on piers #4, #5, and #6, but this would have been impractical and time consuming. We would have had to move our 200,000 lbs. of piling, and build an access road into the area because of existing slope with riprap on it. Because of the location of the sewer line, we could not work on piers #2 and #3. So we got to working on the relocating of the line.

When the line was completed, we had used up about 60 days of our time. Bad weather was upon us--heavy rain, deep snow and lots of mud. We tried to work on the bridge in spite of these conditions, planking in equipment--cranes, etc. (building a corduroy road). This was a losing proposition, and we eventually shut the job down. We should have had a stop-work order at that time, for our own benefit, as well as the benefit of the State. Workmanship is not at its best under such adverse conditions. We request 60 days for time spent on the sewer line. You know, we are sure, that we could not possibly produce on the bridge in 60 days of bad weather like we could have during 60 days of good weather.

Extra work was also required for the addition of electrical conduit in the left handrail for light poles. Time was spent in installing conduit, waiting for the State to locate it and inform us of the method to be used. This caused a delay in our ordering necessary materials. We feel we have 14 days coming here.

1

Also, as extra work, we were required to delete concrete inlet G-2M and increase three concrete inlets G-2. When we ordered five G-2's from the fabricator, they sent drawings and pertinent information to the Salem Highway Dept., but the order was rejected because the number of G-2's did not agree with bid items. The reason for this was that the local resident had not notified Salem about the change. It took time for this paper work which would enable us to finish our fill, and to pave the approaches with asphalt paving. This would involve another 14 days.

Also much time was used in redesigning signing as well as redesigning the safety guard rail. Our contract time was about used up when this was brought to our attention. In talking to the fabricators and their designers, we learned that it would be late into the year of 1967 before we could receive this redesigned safety guard rail. (We eventually received it on Nov. 22.) Also, on the signing, the best date we could get on this was around Jan. 1, 1968. Up until this time, we had a large crew, working two shifts daily, hurrying to get done. So rather than finish what we could do with a large crew, and start work again later, we dismissed part of the crew and just kept a few men working steady through the year.

In November, we could see that much time would elapse before we could receive and install the signing, so we suggested that the State, with their forces, take care of this item. They agreed to do this.

As you know, we ran into rock in the footings, and this took considerable time to remove. We had to use hand methods--compressor and jack hammer--to break the rock before it could be removed. We feel that even the State (as well as ourselves) did not take into consideration the possibility of running into rock when the time limit of 320 days was specified.

In consideration of the relocating of the sewer line, the addition of electrical conduit, changing the concrete inlets, the delay in connection with redesigning the guard rail and signing, plus the removal of the rock, we feel that the extra time spent to complete this bridge was far in excess of the liquidated damages charged.

RECEIVED
MAY 16 1968
PORTLAND, OREGON

18-1130
6895

May 14, 1968

Portland Wire and Iron Works
4644 S. E. 17th Avenue
Portland, Oregon 97202

Attention: Mr. R. L. Channing
Credit Manager

Gentlemen:

Thank you for your letter of May 9 informing us that you have received payment in full in the amount of $1,906 for materials, which was filed under Secretary of State's Claim No. 4371.

Your letter states this is in reference to the Underwood and Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure, and signing on the Main Street Connection in Klamath Falls on The Dalles-California Highway in Klamath County.

We will advise the surety, the agent, and the prime contractor of the receipt of your letter.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Underwood and Richards Construction Co., Inc.
United Pacific Insurance Company
Gordon Randall Agency
Commissioners

CWH:fkn

NOTED ON CARD
5-14-68
fw

FABRICATION AND ERECTION OF STEEL AND WIRE • BOX PD 440 • 234-8781

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND, OREGON 97202

ESTABLISHED 1892

May 9, 1968

State of Oregon
State Hiway Department
Salem, Oregon-97310

Attention: Floyd Query

OSHD Contract No. 6895
The Dalles-California Hiway
Klamath County- Main Street
(Klamath Falls) Connection Section.

Gentlemen:

Please be advised that we have received payment in full, in the amount of $1, 906.00 under claim No. 4371 for the above contract.

Thank you for your cooperation in handling this claim.

Very truly yours,
R.L. Chewning
R.L. Chewning
Cr. Mgr.

NOTED
FLOYD QUERY

RECEIVED
MAY 10 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 7 - 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID E. STEVENSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FOR FILE
Claim File 4382
Thaddeus B. Brunn
Portland
12-1130
FILED
MAY 8 1968
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 8 8 32 AM '68
CLAY MYERS
SECRETARY OF STATE

May 7, 1968

Johnson, Johnson & Harrang
641 Pearl Street
Eugene, Oregon 97401

Attention: Mr. James P. Harrang

Gentlemen:

This is to acknowledge receipt of your claim letter of May 2 with enclosures addressed to the Secretary of State informing them that Underwood & Richards Construction Company, Inc., owes L. B. Foster Company for materials in the amount of $6,303.50.

The claim states this is in reference to the Underwood & Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company through Gordon Randall Agency, 1036 Wall Street, Bend, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when the L. B. Foster Company claim is satisfied.

As requested in your affidavit, we are attaching a certified copy of the contract and bond covering State Highway Contract No. 6895.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
wlw

Att.

cc: United Pacific Insurance Co.
Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.
Commissioners
Mon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
MAY 9 - 1968
OREGON
STATE HIGHWAY COMMISSION

JOHNSON, JOHNSON & HARRANG
ATTORNEYS AND COUNSELORS AT LAW
641 PEARL STREET
EUGENE, OREGON 97401

H. V. JOHNSON
HAROLD V. JOHNSON
JAMES P. HARRANG
ARTHUR C. JOHNSON
KENDRICK M. MERCER
LESLIE M. SWANSON, JR.
JAMES W. KORTH

OF COUNSEL
STANLEY R. DARLING

TELEPHONE
(503) 342-5881

May 2, 1968

RECEIVED
MAY 3 8 34 AM '68
CLAY MYERS
SECRETARY OF STATE

Secretary of State
Salem, Oregon

RE: Contract No. 6895, Grading, Paving, Structure and Signing, Main Street (Klamath Falls) Connect, The Dalles-California Highway

Gentlemen:

Enclosed for filing is the claim of L.B. Foster Company of $6,303.50, against the above job. We are sending a copy of this correspondence and of the claim to United Pacific Insurance Company, Surety.

We wish to file an action upon this claim and request that you furnish us with a copy of the contract and bond. Our affidavit under ORS 279.515 is enclosed, in support of this request. If necessary, please pass this request on to the Oregon State Highway Department.

I would appreciate your acknowledgement that this claim has been filed. If you require anything further please advise.

Sincerely yours,

James P. Harrang

JPH:et
Enclosures
cc: United Pacific Insurance Co.
Post Office Box 1216
Tacoma, Washington

RECEIVED
MAY 3 - 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 8 34 AM '68
CLAY MYERS
SECRETARY OF STATE

MATERIALS CLAIM
UNDER
STATE PUBLIC CONSTRUCTION BOND

TO: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that The L.B. Foster Company has a claim for materials furnished in prosecution of the work provided in the following contract:

Name of Contractor:	Underwood & Richards Construction Co., Inc.
Name of Obligee:	State of Oregon, Oregon State Highway Department, Salem, Oregon
Description of Contract	Contract No. 6895, Grading, Paving, Structure and signing, Main Street (Klamath Falls) Connection, The Dalles-California Highway.
Surety:	United Pacific Insurance Company 728 St. Helens Avenue Post Office Box 1216 Tacoma, Washington

The claim of The L.B. Foster Company consists of the following:

1.	Rental of Steel Sheet Piling and H Bearing Pile, Rental Contract No. SFL185, dated September 14, 1966. Rental unpaid for months of October, November, December, 1967, at $157.40 per month		$ 472.20
2.	Reclaiming charges on Steel Sheet Piling returned from Rental Agreement No. SFL185		
	Weight of Piling before reclaiming:	40,103#	
	Weight of Piling after reclaiming:	22,557#	
		17,546# @181.00/NT	$1,587.91
	Less Scrap value of trim	17,546# @20.00/NT	$ (175.46)

Reclaiming:

44 cuts	$ 2.40/EA	$105.60	
1 hr. spreading time	$ 7.00/HR	$ 7.00	
3 hrs. helper	$7.00/HR	$ 21.00	
1 hr. cleaning time	$ 7.00/HR	$ 7.00	
1 hr. fork lift	$19.00/HR	$ 19.00	
		$159.60	$ 159.60

3. Reclaiming charges on Sheet Piling and H Bearing Pile Rented on Rental Agreement SFL185

Balance Piling on Rental:	47,934#		
H Bearing Pile:	16,894#		
	64,828#		
Returned after reclaiming	17,889#		
	46,939#	@ $181.00/NT	$4,247.98
Less Scrap Value of Trims and Scrap Piling	17,823#	@ $ 20.00/NT	$ (178.23)

Reclaiming:

45 cuts	$ 2.40/EA	$108.00	
1 1/2 hr. spreading time	$ 7.00/HR	$ 10.50	
3 1/4 hrs. helper	$ 7.00/HR	$ 22.75	
1 1/4 hr. cleaning	$ 7.00/HR	$ 8.75	
1/2 hr. compressor	$ 3.00/HR	$ 1.50	
2 hrs. fork lift and operator	$19.00/HR	$ 38.00	
		$189.50	$ 189.50

TOTAL CLAIM $6,303.50

Claimant certifies that this claim is filed within six months immediately following acceptance of the work by the affirmative act of the public body which let the contract.

SUBSCRIBED this 29th day of April, 1968.

THE L.B. FOSTER COMPANY

By _____

H. Roy Gordon
Vice-President

5/3/68

Cecil:

There's no evidence that this has been sent to your office, so I'm forwarding it.

I've dated it - and giving it the file number of 4382.

Thank you

Inger

RECEIVED
MAY 7 - 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 8 35 AM '68
CLAY MYERS
SECRETARY OF STATE

A F F I D A V I T

STATE OF OREGON)
: ss.
County of Lane)

I, James P. Harrang, attorney for The L.B. Foster Company, being first duly sworn, on oath depose and say:

This Affidavit is made pursuant to ORS 279.515 in support of the request of The L.B. Foster Company for a copy of the contract and bond upon Contract No. 6895 between the State of Oregon, Oregon State Highway Department, Salem, Oregon and Underwood & Richards Construction Co., Inc. upon which contract and bond United Pacific Insurance Company is Surety.

The L.B. Foster Company furnished materials for the prosecution of the work provided in the contract and the claim therefor in the sum of $6,303.50 has not been paid.

James P. Harrang

SUBSCRIBED and SWORN to before me this 2nd day of May, 1968.

Notary Public for Oregon
My commission expires: 7/2/70

(SEAL)

RECEIVED
MAY 3 - 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 6 1968

UNITED PACIFIC INSURANCE COMPANY
HOME OFFICE: 728 ST. HELENS AVENUE • BOX 1216 • TACOMA, WASHINGTON 98401

May 6, 1968

18-1150
6895

State of Oregon
State Highway Department
Salem, Oregon 97310

Floyd Query, Secretary,
Oregon State Highway Commission

Dear Mr. Query:

United Pacific Bond B-516777
(62-114025)
Principal: Underwood & Richards Construction Co., Inc.
Obligee: State of Oregon Highway Department
Contract No. 6895, Klamath Falls Project
Plaintiff: Albert and Marlene Conforti
(Klamath County Cause No. 68-46L)

Reference your letter of April 5, 1968, addressed to Attorney Coe who represents the plaintiff in the above case. According to information received relating to this suit, Underwood & Richards Construction Co., Inc. have a liability insurance policy with United Pacific Insurance Company. The claim and lawsuit brought by Coe on behalf of Albert Conforti and Marlene Conforti is being handled by the claims department in our Eugene Branch office. I understand this lawsuit has been referred to counsel in Klamath Falls for defense of Underwood & Richards Construction Co., Inc. pursuant to the provisions of the liability policy.

In the event the situation changes, please advise.

Very truly yours,

Robert L. Miller
Bond Claim Department

srg
cc: Kobin & Meyer
Eugene Claims

NOTED
FLOYD QUERY

RECEIVED
MAY 7 - 1968
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
[illegible] MEMBER
PRINCETON

RECEIVED
APR 26 1968
CLAY MYERS
SECRETARY OF STATE

FILED
APR 26 1968
FOR FILING
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 25, 1968

12-1/68 D1377

1895

City of Klamath Falls
226 South Fifth Street
Klamath Falls, Oregon 97601

Attention: Mr. William F. Brandsness
City Attorney

Gentlemen:

This is to acknowledge receipt of your claim letter of April 23 with attachments stating that Underwood and Richards owes the City of Klamath Falls $300.63 for the replacement of the City of Klamath Falls Park and Recreation Link River dock.

This appears to be in connection with the Underwood and Richards Construction Co., Inc., Contract No. 6895 for grading, paving, structure and signing on the Main Street (Klamath Falls) Connection section of The Dalles-California Highway in Klamath County.

NOTED ON CARD

The United Pacific Insurance Company through Gordon Randall Agency, 1036 Pall Street, Bend, furnished the performance bond on the contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1968
OREGON
STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.
Commission
Hon. Clay Myers

Please acknowledge receipt of this claim on the attached copy of this letter.

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

220 SO. FIFTH STREET ... TELEPHONE 884-3161

OFFICE OF THE CITY ATTORNEY

WILLIAM P. BRANDSNESS

April 23, 1967

State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

#6875

Dear Mr. Query:

Please find enclosed the necessary documents required by Mr. Tom Edwards for processing this claim.

My previous letter of April 1, 1968 did not include the labor charge which is indicated in the letter by Al Henderson, Director of Parks and Recreation. We appreciate your notifying us of the process required in handling this claim.

Sincerely yours,

William P. Brandsness

WILLIAM P. BRANDSNESS
City Attorney

WPB:eh

Enclosures: 3

CITY OF KLAMATH FALLS, OREGON
CITY HALL ... ZIP CODE 97601
TELEPHONE 882-3063

April 16, 1968

PARK AND RECREATION
DEPARTMENT

ALLEN HENDERSON
DIRECTOR

Mr. William P. Brandsness
City Attorney
City Hall
Klamath Falls, Oregon

Dear Mr. Brandsness:

Following is an explanation of the value of the Link River dock and an explanation of the extent of damage to the dock facility:

1. Statement as to value of dock:

The dock on Link River was installed during the summer of 1965. The actual material cost for the dock was $270.63. The installation cost was $30.00. Total cost for the dock was $300.63.

The dock was still in like new condition when Underwood and Richards Construction Company tore the dock loose and began using it in the summer of 1966.

2. Statement of extent of damage:

The City Park Foreman discovered the dock missing early in September, 1966. In tracking it down he found the dock being used by Underwood & Richards in the construction of the new off-ramp through Veterans' Memorial Park. The City Park Foreman immediately reported to the City Park & Recreation Director the location of the dock. He explained that the dock had been taken without permission and that it had been torn from the permanent anchors.

At that point, an agreement was drawn up and signed by the construction foreman of Underwood and Richards and the City Park & Recreation Director, stating that Underwood and Richards Construction Company would replace the dock in the same manner in which they found it. The agreement was signed by both parties September 21, 1966.

Since that date, Underwood and Richards finished the construction of the new off-ramp but did not replace the dock as agreed. The dock was left abandoned on the Modoc Lumber storage site adjacent to Veterans' Memorial Park. Due to the abuse and neglect of the dock by Underwood and Richards it has been rendered useless. The four large styrofoam logs have disappeared and the wood structure has been damaged extensively.

Sincerely,

Al Henderson

Al Henderson
Director, Parks & Recreation

AH:lj

FORM E-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 10, 1968

Mr. William P. Brandsness
City Attorney
226 South Fifth Street
Klamath Falls, Oregon 97601

Dear Mr. Brandsness:

In order that the Secretary of State's Office can process your claim for damage to the dock in Ewauna Lake, the following information will be required:

1. A copy of the agreement dated September 21, 1966, and signed by Mr. Jerry A. Chiddix of Underwood and Richards.

2. A statement of the value of the dock facility.

3. A statement of the extent of damage to the dock facility.

The above information should be submitted to:

State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention Mr. Floyd Query, Secretary

When this information is received, your claim will be filed with the Secretary of State and the contractor and his surety will be notified.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Tom Edwards

Tom Edwards
Assistant State Highway Engineer

RECEIVED
APR 2 1 1968
OREGON
STATE HIGHWAY COMMISSION

A G R E E M E N T

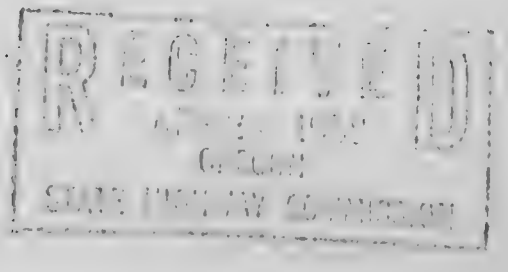
It is hereby agreed by Richards and Underwood Construction Company that they will replace the City of Klamath Falls Park & Recreation Link River Dock in the same manner in which they found it.

Jerry A. Chiddy
Richards & Underwood Construction Co.

Al Henderson
Director, Parks & Recreation

9/21/66
Date

AH:lj
9/21/66



RECEIVED
DEC 9 1968
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID F. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

Claim File #4318
FILED
APR 26 1968
CLAY MYERS
SECRETARY OF STATE
18-11,30
6840

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 26 8 32 AM '68
CLAY MYERS
SECRETARY OF STATE

April 25, 1968

Mr. Hal F. Coe
Attorney at Law
Legal Arts Building
2261 So. 6th Street
Klamath Falls, Oregon 97601

NOTATION CARD

Dear Mr. Coe:

Reference is made to our letter of January 31, 1968, concerning the Summons and Complaint by Albert Conforti and Marlene Conforti vs. Underwood and Richards Construction Company.

So that our records will be complete, we are forwarding this Summons and Complaint to the Secretary of State for filing. This appears to be in reference to the Underwood and Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County.

The claim sets forth damages for $980, attorneys fees of $500 plus plaintiff's costs and disbursements, and that damages were caused by the contractor's blasting operations approximately one block from the plaintiff's property.

Our records show that the United Pacific Insurance Company and Gordon Randall Agency have received copies of the Summons and Complaint.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

RECEIVED
MAY 1 - 1968
OREGON
STATE HIGHWAY COMMISSION

C. W. HEAD

TELEPHONE
882-7281

Hal F. Coe
ATTORNEY AT LAW
LEGAL ARTS BUILDING
2251 SO. 6TH ST., SUITE NO. 3
KLAMATH FALLS, OREGON 97601

February 20, 1968

#6895

Gordon Randall Insurance Agency
10[illegible] Hall Street
Bend, Oregon

Dear Sir:

RE: Conforti vs. Underwood & Richards Construction Company
Our File No. 67-1067

Enclosed herewith you will find a copy of Summons and Complaint in the above regard.

We have been advised by the State Highway Department that you issued a performance bond through United Pacific Insurance Company for Underwood & Richards Construction Company.

Please consider this letter as notice of claim against the carrier of that bond for damages as set forth in the complaint herein.

Very truly yours,

HFC:pct
Enclosures:2

CC: State Highway Department
Mr. Floyd Query, Secretary

RECEIVED
FEB 23 1968
OREGON
STATE HIGHWAY COMMISSION

Ace, Has a claim been filed with us?
Floyd— No, but summons and complaint has—

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH

-oOo-

ALBERT COLFORTH and MARIAN COLFORTH, husband and wife, Plaintiff, -vs- WILLAMETTE AND RICHARDS CONSTRUCTION COMPANY, A Corporation, Defendants.	NO. 67- L S U M M O N S

TO: WILLAMETTE AND RICHARDS CONSTRUCTION COMPANY, A Corporation, Bend, Oregon, Defendant.

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled action within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; and if you fail so to answer, for want thereof, the Plaintiff will take judgment against you as set forth in Plaintiff's complaint filed herein, a copy of which is herewith served upon you and to which your attention is hereby directed and as more particularly set forth as follows:

1. For the sum of $900.00.

2. For Plaintiff's attorney's fees in the sum of $50.00.

3. For Plaintiff's costs and disbursements incurred herein.

HAL F. COE

HAL F. COE
ATTORNEY AT LAW
LEGAL ARTS BUILDING
2201 SO. 6TH ST., SUITE NO. 3
KLAMATH FALLS, OREGON

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH

-oOo-

ALBERT CONFORTI and MARLENE CONFORTI, husband and wife, Plaintiff, -vs- UNDERWOOD AND RICHEROS CONSTRUCTION COMPANY, a Corporation, Defendant.	NO. 67- L C O M P L A I N T

Plaintiff alleges:

I.

THAT at all times herein mentioned, Plaintiffs were the owners of property located near Link River known as 142 Riverside Drive and 204 Riverside Drive located in Klamath County, State of Oregon.

II.

THAT at all times herein mentioned, Defendants were engaged in the construction business and more specifically at the time of the alleged incident were engaged in the construction of an overpass for the State Highway Department across Link River in Klamath County, State of Oregon.

III.

THAT on or about the _____ day of _____, 1966, Defendants did cause blasting to be done near the retaining wall area of the river located approximately one block and a half from Plaintiff's property.

IV.

THAT said blasting was excessive and did cause tremors, vibrations and shock and said tremors, vibrations,

HAL F. COE
ATTORNEY AT LAW
LEGAL ARTS BUILDING
2201 SO. 6TH ST., SUITE NO. 3
KLAMATH FALLS, OREGON

and shock caused damage to Plaintiff's property in that the residence known as 142 Riverside Drive, Klamath County, Oregon, received damage to the front room by way of cracks, a settling of the floor all in Apartment Number One of the above residence, causing Plaintiff to have to raise the level inside 1/4 of an inch, causing the corners of the apartment to pull away on the paneling, leveling of floor in three rooms in the apartment. That the kitchen area is three inches lower on one side and the wall in the kitchen is buldged approximately one inch. That as of the result of the cracking, water came into the premises from run off causing water damage and damage to the foundation of 142 Riverside Drive, Klamath County, Oregon.

V.

THAT Apartment Number Two of the aforesaid premises had damage to the kitchen floor causing a four inch difference in level and requiring Plaintiffs to put in new doors because of the settling and also caused the wall to be two to three inches out of plumb. That the bedroom in Apartment Number 2 buldged in the center of the floor causing Plaintiffs to pour a slab of concrete for a new floor.

VI.

THAT the damage to 204 Riverside Drive, Klamath Falls, Klamath County, Oregon, consists of cracks in the concrete retaining wall in the basement causing the concrete to break up, a split in the wall in the dining room, a settling of the floors on the second floor, cracks in the walls in the kitchen. The cement retaining wall on the patio was caused to lean over and subsequently had to be repaired.

VII.

THAT the reasonable value of the damage to Plaintiff's property caused by the blasting of the Defendants reduced the

HAL F. COE
ATTORNEY AT LAW
LEGAL ARTS BUILDING
2201 SO. 6TH ST., SUITE NO. 2
KLAMATH FALLS, OREGON

value of the property and caused Plaintiff to have to repair said damage which repairs were in the amount of $980.00.

VIII.

THAT it has been necessary for Plaintiff to retain an attorney to prosecute this action and alleges that $500.00 would be reasonable as attorneys fees in this matter

WHEREFORE, Plaintiffs pray for damages against the above named Defendants in the amount of $980.00, plus Plaintiff's attorneys fees in the amount of $500.00 and for Plaintiff's costs and disbursements incurred herein.

HAL F. COE

/s/ HAL F. COE
ATTORNEY FOR PLAINTIFF

HAL F. COE
ATTORNEY AT LAW
LEGAL ARTS BUILDING
2261 SO. 6TH ST., SUITE NO. 5
KLAMATH FALLS, OREGON

STATE OF OREGON,
County of ..... } ss.

I, ... being first duly sworn,
depose and say that I am the ..... one of the plaintiffs .....
..... in the above entitled cause;
and that the foregoing ..... Complaint ..... is true, as I verily believe.

..... /s/ [illegible] .....

NOTARIAL SEAL

Subscribed and sworn to before me this .....
day of ..... [illegible] ....., 19 67.

..... /s/ [illegible]. TP [illegible] .....
Notary Public for Oregon
My Commission expires ..... [illegible] .....

STATE OF OREGON,
County of ..... Klamath ..... } ss.

I, ... Hal F. Coe ..... ~~one~~ of the attorneys for ..... Plaintiffs .....
do hereby certify that I have prepared the foregoing copy of summons & complaint ..... and have carefully compared the same with the original thereof; and that it is a correct transcript therefrom and of the whole thereof.
That the said ..... complaint ..... in my opinion is well founded in law.

Klamath Falls, Oregon, dated the ..... day of ..... December ....., 19 67

....

Attorney .... for ..... Plaintiffs .....

STATE OF OREGON,
County of ..... } ss.

Due service of the within ..... is hereby accepted in
..... County, ... this ..... day
of ..... , 19 ..... , by receiving a copy thereof, duly certified to as such
by ..... , of Attorneys for .....

.....

Attorney for .....

I hereby certify that I served the foregoing ..... on
..... , attorney for ..... , on the
..... day of ..... , 19 ..... , by mailing to him a true and correct copy thereof, certified by me as such. I further certify that said copy was placed in a sealed envelope addressed to the said attorney at ..... which is his regular office address, or his address as last given by him on a document which he has filed in the above entitled cause and served on me; said sealed envelope was then deposited in the United States post office at ..... , Oregon, on the day last above mentioned, with the postage thereon fully paid.

.....
Attorney for

RECEIVED
APR 11 1968
FOR FILING
18-1130
6895

April 10, 1968

6477

Mr. William P. Brandsness
City Attorney
226 South Fifth Street
Klamath Falls, Oregon 97601

Dear Mr. Brandsness:

In order that the Secretary of State's Office can process your claim for damage to the dock in Ewauna Lake, the following information will be required:

1. A copy of the agreement dated September 21, 1966, and signed by Mr. Jerry A. Chiddix of Underwood and Richards.

2. A statement of the value of the dock facility.

3. A statement of the extent of damage to the dock facility.

The above information should be submitted to:

State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention Mr. Floyd Query, Secretary

When this information is received, your claim will be filed with the Secretary of State and the contractor and his surety will be notified.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

AAR:jf ja

6063

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161

OFFICE OF THE CITY ATTORNEY

WILLIAM P. BRANDSNESS

April 1, 1968

Mr. Tom Edwards, Assistant
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

On August 1, 1967 you directed a letter to Mr. Bob G. Kyle concerning the City's dock in Ewauna Lake that was being used by Underwood and Richards, you indicated that "if the contractor does not make satisfactory restoration of your facilities at the completion of the work, please let us know."

Please be informed that Underwood and Richards completely destroyed the dock and have not replaced it in the manner in which they found it as evidenced by their agreement. The value of this dock is $270.63. We would appreciate your assistance in this matter.

Very truly yours,

William P. Brandsness

WILLIAM P. BRANDSNESS
City Attorney

WPB:eh

Merchant Mail

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 3 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
APR - 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1968
FOR FILING

18-1130

6895

March 29, 1968

Portland Wire & Iron Works
4644 S. E. 17th Avenue
Portland, Oregon 97202

Attention: Mr. R. L. Chewning
Credit Manager

Gentlemen:

Thank you for your letter of March 27 advising us that your claim, File No. 4356, filed January 25, 1968, in the amount of $5,939.08 has been paid in full.

Our records indicate that this is in reference to the Underwood & Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure, and signing on the Main Street (Klamath Falls) Connection of The Dalles-California Highway in Klamath County.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.
Commissioners

CWH:gc

NOTED ON CARD
M. C. 3-29-68

FABRICATION AND ER[illegible]TION OF STEEL AND WIRE • [illegible]X PD 440 • 234-9781

PORTLAND WIRE & IRON WORKS

4844 S. E. 17TH AVENUE • PORTLAND, OREGON 97202

ESTABLISHED 1892

March 27, 1968

State of Oregon
State Hiway Department
Salem, Oregon-97310

Attention: Floyd Query

Ref: File Claim # 4356
January 25, 1968

#6895

Mr. Query:

Please be advised that we have received payment in full, in the amount of $5,989.08, under the above claim number.

Thank you for your cooperation in handling this claim.

Very truly yours,

R.L. Chewning

R.L. Chewning
Credit Manager

cc ✓

NOTED
FLOYD QUERY

RECEIVED
[illegible]
STATE [illegible] COMMISSION

RECEIVED
MAR 7 - 1968
FOR FILING

18-1130
6495

March 6, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

NOTED ON CARD
wln

Gentlemen:

Attached is a copy of a claim in the amount of $1,906 which has been filed with the Secretary of State by Portland Wire & Iron Works for materials furnished to Underwood & Richards Construction Company, Inc.

This appears to be in reference to the Underwood & Richards Contract No. 6895 for grading, paving, structure and signing on the Main Street (Klamath Falls) Connection section of The Dalles-California Highway in Klamath County. The Secretary of State has assigned this claim their File No. 4371.

We provide this information to you as your company appears as surety on the performance bond furnished on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment
CWH:wln
cc Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.
Commission
Hon. Clay Myers

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
HAROLD F. PHILLIPPE
ASSISTANTS

STATE OF OREGON
DEPARTMENT OF STATE

SALEM 97310

March 4, 1968

C

O

P

Y

Mr. C. A. Lomax, Secretary-Treas.
Portland Wire & Iron Works
4644 SE 17th Ave.
Portland, Oregon 97202

Re: State Highway Commission
Contract No. 6895

Dear Mr. Lomax:

This will acknowledge your letter dated March 1, 1968, stating that the Portland Wire & Iron Works has a claim against the contractor on a State Highway Commission job:

OSHD Contract No.: 6895
Job: The Dalles-California Highway - Klamath County
Main Street (Klamath Falls) Connection Section

Amount of Claim: $1,906.00

Principal: UNDERWOOD & RICHARDS CONSTRUCTION, Inc.

Surety: THE UNITED PACIFIC INSURANCE Co.

We have filed this statement as of this date; our file is: Claim File No. 4371.

Sincerely,

(Miss) Inger J. Henrikson
Elections Division
Public Records Section

IJH
cc: State Highway Commission

RECEIVED
MAR 5 - 1968
OREGON
STATE HIGHWAY COMMISSION

FABRICATION AND ERECTION OF STEEL AND WIRE • P.O. 440 • 234-6731

I 431

FILED
MAR 4 1968
CLAY MYERS
SECRETARY OF STATE

PORTLAND WIRE & IRON WORKS

RECEIVED
MAR 4 8 42 AM '68
CLAY MYERS
SECRETARY OF STATE

4944 S. E. 17TH AVENUE • PORTLAND, OREGON 97206

March 1, 1968

Secretary of State
State of Oregon
Salem, Oregon 97301

Dear Sir:

Notice is hereby given that the undersigned, Portland Wire & Iron Works, has a claim for two tapered poles as per plans and specifications, including sign support frames and sign post anchors, in the amount of $1,906.00 against the bond taken from the United Pacific Insurance Company, Tacoma, Washington, for the construction of Main Street (Klamath Falls) Connection Section The Dalles-California Highway, Klamath County Link River Bridge 8347A OS HD Contract 6895 by Underwood & Richards Construction Co., Inc., P. O. Box 1050, Bend, Oregon 97701.

Yours very truly,

PORTLAND WIRE & IRON WORKS

By C. A. Lomax
C. A. Lomax, Secretary-Treasurer

RC/AC

RECEIVED
MAR 5 - 1968
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

RECEIVED
FEB 26 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

4367

FILED
FEB 26 1968
CLAY MYERS
SECRETARY OF STATE

18-1130
6176

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 26 8 46 AM '68
CLAY MYERS
SECRETARY OF STATE

February 23, 1968

Oregon Water Corporation
P. O. Box 237
Klamath Falls, Oregon

NOTED ON CARD

Gentlemen:

Mr. L. H. Warfield, the Assistant Highway Division Engineer in Bend, has forwarded to us your statement which shows that Underwood & Richards Construction Company, Inc., owes you for service and portable hydrant meter in the amount of $161.08.

This appears to be in reference to the Underwood & Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure, and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company through Gordon Randall Agency, 1036 Wall Street, Bend, furnished the performance bond on this contract which is given to assure completion of the project and payment of all the bills incurred in it. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

RECEIVED
FEB 28 1968
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon - 97701
February 19, 1968

To: Mr. I. D. Merchant
Bridge Engineer
Salem, Oregon

SUBJECT: Main St. (Klamath Falls) Connection
Contract No. 6895

Enclosed herewith are two copies of a bill from the Oregon Water Corporation to Underwood & Richards. This is one of the many unpaid bills on the above contract.

Money should be withheld until payment is made.

L. H. Warfield
Assistant Division Engineer

LHW:dn

Enclosure

cc: Underwood & Richards Construction Co., Inc.
P.O. Box 1050
Bend, Oregon - 97701

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 20 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

STATEMENT

OREGON WATER CORPORATION

P. O. BOX 237 TELEPHONE 882-3436
KLAMATH FALLS, OREGON

Underwood & Richards Construction Co. Inc.
P. O. Box 1050
Bend, Ore. 97701

DATE	DESCRIPTION	AMOUNT
	Service for above from June 29, 1967 to Nov. 1, 1967 at Veterans Memorial Park	154.13
	Portable Hydrant Meter (Oct. 2, 1967)	6.95
	Total due.....	$161.08

Copy.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
FEB 20 1968
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

RECEIVED
FEB 5 - 1968
FOR FILING
18-1130
6875

February 2, 1968

Heaton Steel and Supply, Inc.
428 Spring Street
Klamath Falls, Oregon 97601

Attention: Mr. Larry C. Heaton

Gentlemen:

Thank you for your letter of January 31 informing us that the United Pacific Insurance Company has paid your claim in full which you had filed against Underwood and Richards Construction Company.

Our records indicate that this is in connection with the Underwood and Richards Construction Co., Inc. Contract No. 6895 for work on the Main Street Connection in Klamath Falls on The Dalles-California Highway in Klamath County.

This claim was for miscellaneous supplies and rentals in the amount of $371.84.

We will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.
Commission

CWH:fkn

NOTED ON CARD
2-2-68
fn

TELEPHONE 882-3426 AREA CODE 503

HEATON Steel & Supply Inc.

428 SPRING STREET KLAMATH FALLS, OREGON 97601

STEEL BARS & PLATES · STRUCTURAL STEEL · WIRE & WIRE PRODUCTS · PIPE & CASING · CULVERT · FENCING

Steel & Steel Products - Serving Your Needs for More than 25 years

WELDING EQUIPMENT · BOLTS & CAPSCREWS · TOOLS & CONTRACTOR'S SUPPLIES · CHAIN, HOOKS & BINDERS

January 31, 1968

Oregon State Highway Department
Box 30
Salem, Oregon

ATT: FLOYD QUERY

Gentlemen:

Thank you very much for your letter of January 30, 1968 referring to Underwood and Richards.

United Pacific Insurance Co., Underwood and Richards bonding agent,has paid Underwood and Richard's account with us in full.

Thank you again for your concern in this matter.

Yours very truly,

HEATON STEEL & SUPPLY, INC.

Larry C. Heaton

Larry C. Heaton

LCh/sj

Cc ✓

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
FEB 2 1968
OREGON
STATE HIGHWAY COMMISSION

STEEL SERVICE CENTER INSTITUTE
MEMBER

RECEIVED
FEB 5 - 1968
FOR FILING
18-1130
6745

February 2, 1968

Nu-Mix Concrete Company
East Main and Shasta Way
P. O. Box 1061
Klamath Falls, Oregon 97601

Attention: Mr. Donald V. Combs

Gentlemen:

Thank you for your letter of January 30 informing us that you have received payment of $375 from United Pacific Insurance Company, surety, of Underwood and Richards Construction Company, Inc.

Our records indicate that this is in connection with the Underwood and Richards Construction Co., Inc., Contract No. 6895 for work on Main Street Connection in Klamath Falls on The Dalles-California Highway in Klamath County.

You mention that your original claim was in the amount of $390.15 which included interest and that you have discounted the interest charges and closed the account.

We will notify the surety and the prime contractor of the receipt of your letter.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Underwood and Richards Constr. Co., Inc.
United Pacific Insurance Company
Gordon Randall Agency

Commissioners
CWH:fkn

NOTE ON CARD
2-2-68
fkn

KLAMATH FALLS, OREGON
JANUARY 30, 1968

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

DEAR SIRS:

YOUR LETTER JANUARY 30, 1968, REGARDING OUR STATEMENT TO UNDERWOOD & RICHARDS CONSTRUCTION COMPANY, INC. WHICH WAS FORWARDED TO YOU.

WE RECEIVED PAYMENT OF $375.00 ON ABOVE JANUARY 20, 1968, PAID BY UNITED PACIFIC INSURANCE GROUP, THE BONDING COMPANY ON THIS CONTRACT # 6895. THIS AMOUNT COVERS EXACT CHARGES ON MATERIALS FURNISHED. THE AMOUNT OF $390.15 WHICH YOU MENTION INCLUDED INTEREST OR CARRYING CHARGES FOR LATE ACCOUNTS.

WE HAVE HOWEVER DISCOUNTED THE PAST DUE CHARGES AND CLOSED THE ACCOUNT.

THANK YOU FOR YOUR INTEREST AND HELP IN THIS MATTER.

SINCERELY,

Donald E. Timber

NU-MIX CONCRETE CO.
EAST MAIN & SHASTA WAY
P.O. BOX 1061
KLAMATH FALLS, OREGON

Cc

NOTED
FLOYD QUERY

RECEIVED
FEB 2 1968
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. HEAD

RECEIVED
FEB 1 - 1968
FOR FILING

18-1130

6895-

February 1, 1968

Concrete Service Company
12660 S. W. Timberline Avenue
Beaverton, Oregon 97005

Attention: Mr. Hewett Warrens

Gentlemen:

Thank you for your letter of January 30 informing us that your claim against Underwood and Richards in the amount of $854 covering installation of compression seals has been paid in full by the United Pacific Insurance Company.

You state this is in reference to the Underwood and Richards Contract No. 6895 in Klamath County.

We will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.
Commissioners

CWH:gc

NOTED ON CARD
G.C.

TYPE A OIL ASPHALT
HOT-POUR RUBBER ASPHALT
SS-S-164 and SS-S-167
SEALANT APPLICATORS
Sewage Plants
Reservoirs
Highways
Bridges
Airports
Buildings
Retaining Walls
EPOXY REPAIRS
Bridges
Buildings
Processing Plants
Floors, etc.
SANDBLASTING
WATERPROOFING

Concrete Service Company

JOINT SEALING SPECIALISTS

Epoxies • Polysulfides • Polyurethanes

Distributor and Applicator of "Delastic" Neoprene Compression Seals

1260 S. E. TIMBERLINE AVENUE, BEAVERTON, OREGON 97005

Office and Home
Area Code 503
Phone 644-3207

January 30, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

As requested in your letter of December 20, 1967, please be advised that my claim against Underwood and Richards in the amount of $854.00 covering installation of compression seals in the Link River bridge - Contract #6895, has been paid in full by the United Pacific Insurance Company.

Very truly yours,

CONCRETE SERVICE COMPANY

Hewett Warrens

Hewett Warrens

HW:vw

ROUTED
FLOYD QUERY

RECEIVED
JAN 31 1968
OREGON
STATE HIGHWAY COMMISSION

ROUTED
C. W. HEAD

RECEIVED
FEB 2 - 1968
FOR FILING

18-11.30

6895

January 31, 1968

Mr. Hal F. Coe
Attorney at Law
Legal Arts Building
Klamath Falls, Oregon 97601

Dear Mr. Coe:

On January 25, we received from you a letter dated December 8 to which was attached a Summons and Complaint by Albert Conforti and Marlene Conforti vs. Underwood and Richards Construction Company.

The Complaint sets forth damages for $980, attorney's fees of $500 plus plaintiff's costs and disbursements.

From the description given to us, we believe that the Complaint concerns our Highway Contract No. 6895 awarded to Underwood and Richards Construction Co., Inc., for work on The Dalles-California Highway in Klamath Falls.

The Complaint states that damages were caused by the contractor's blasting operations approximately one block from the plaintiff's property.

The United Pacific Insurance Company through the Gordon Randall Agency, 1036 Main Street, Bend, furnished the performance bond with this contract. We are sending to them a copy of your letter, the Summons, and the Complaint.

If at a later time you wish to file this as a claim against the bond, let us know.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

Fe:fim
cc Underwood and Richards Constr. Co., Inc.
United Pacific Insurance Company
Gordon Randall Agency
Frank Morgan

NOTED
C. W. HEAD

TELEPHONE
882-7291

Hal F. Coe
ATTORNEY AT LAW
LEGAL ARTS BUILDING
2261 SO. 6TH ST., SUITE NO. 8
KLAMATH FALLS, OREGON 97601

December 8, 1967

REFERRED TO
Legal & R/W
BY SECRETARY
1-29

RECEIVED
JAN 30 1968
LEGAL & RIGHT OF WAY

Oregon State Highway Department
Engineer's Office
125 Riverside Drive
Klamath Falls, Oregon

Gentlemen:

RE: Conforti et ux vs. Underwood and Richards Construction Company

Enclosed you will find a copy of a complaint and summons against the contractors who did the job for the State Highway Department on the Link River overpass.

Please be advised that if this matter cannot be concluded successfully against the contractors, that we would expect to put their bond on notice and look to the bond for recovery.

Very truly yours,

Hal F. Coe pct.

HAL F. COE

HFC:pct

Enclosure

RECEIVED
JAN 25 1968
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 10M 6-67

RECEIVED
JAN 29 1968
FOR FILING

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HALL, MEMBER
HELIX

File No. 4356
RECEIVED
JAN 25 1968
CLAY MYERS
SECRETARY OF STATE

18-1130

6895

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 31 8 35 AM '68
CLAY MYERS
SECRETARY OF STATE

January 30, 1968

Portland Wire & Iron Works
4644 S. E. 17th Avenue
Portland, Oregon 97202

Attention: C. A. Lomax
Secretary-Treasurer

NOTED ON CARD

Gentlemen:

This is in reply to your letter of January 24 addressed to the Secretary of State and attached Notice of Claim stating that Underwood and Richards Construction Company, Inc., owes you for aluminum parapet railing and miscellaneous iron in the amount of $5,989.08.

You state this is in connection with the Underwood and Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure, and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company through Gordon Randall Agency, 1036 Wall Street, Bend, furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing. The Secretary of State's Office has informed us that your claim will bear a filing date of January 25, 1968, and will be assigned their File No. 4356.

Please advise this office when your claim has been satisfied.

RECEIVED
FEB 1 1968
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Construction Co., Inc.

Commissioners
Hon. Clay Myers ✓ Please acknowledge receipt of this claim on the attached copy of this letter.

NOTED
C. W. HEAD

FORM B-30 BDM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 24, 1968
Salem, Oregon

SUBJECT: Main St. (Klamath Falls)
Connection
Contract No. 6895

To: Floyd Query
Secretary to Commission

B U I L D I N G

Herewith several complaints from various firms in the Klamath Falls area concerning payment of bills by Underwood and Richards, contractor on the above project. These are forwarded to you for further handling.

Ivan D. Merchant
Bridge Engineer

CAG:jf

cc: George Rohde

Ok please handle
FQ

[illegible]TED
FLOYD QUERY
[illegible]ED
C W HEAD

FABRICATION AND ERECTION OF STEEL AND WIRE

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND, OREGON 97202

RECEIVED
JAN 25 / 51 AM '68
CLAY MYERS
SECRETARY OF STATE

January 24, 1968

#4356

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Portland Wire & Iron Works, has a claim for aluminum parapet railing and miscellaneous iron in the sum of $5,989.08 against the bond taken from United Pacific Insurance Company, Tacoma, Washington, for the construction of Main Street (Klamath Falls) Connection Section, The Dalles-California Highway, Klamath County, Link River Bridge #8347A, OSHD Contract #6895, by Underwood and Richards Construction Company, Inc., P. O. Box 1050, Bend, Oregon,97701.

SIGNED: PORTLAND WIRE & IRON WORKS

BY: _____
C. A. Lomax, Secretary-Treasurer

FABRICATION AND ERECTION OF STEEL AND WIRE

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND, OREGON 97202

RECEIVED
JAN 25 7 51 AH '68
CLAY MYERS
SECRETARY OF STATE

January 24, 1968

4356

Secretary of State
Salem, Oregon

Re: Main Street (Klamath Falls) Connection Section
The Dalles-California Highway
Klamath County
Link River Bridge #8347A
OSHD Contract #6895

Gentlemen:

We are enclosing herewith a signed statement that our firm has not been paid in full for aluminum parapet railing and miscellaneous iron furnished to Underwood and Richards Construction Company, Inc., P. O. Box 1050, Bend, Oregon 97701, for use on the above subject job.

We are serving this notice in accordance with Chapter 44, entitled, "Public Contracts and Employment Thereunder, Article I, Contracts Bonds: Bids and Bidding."

Very truly yours,

PORTIAND WIRE & IRON WORKS

By _____
C. A. Lomax, Secretary-Treasurer

RECEIVED
FEB 2 - 1968

FORM E-125X 10M 8-67

FILING
File No. 4360
FILED
JAN 31 1968
CLAY MYERS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 31 10 36 AM '68
CLAY MYERS
SECRETARY OF STATE

January 30, 1968

18-1150
6895

Nu-Mix Concrete
P. O. Box 1061
Klamath Falls, Oregon

NOTED ON CARD

Gentlemen:

Mr. J. F. Putnam, Division Highway Engineer in Bend, has forwarded to us your statement which shows that Underwood & Richards Construction Company, Inc., owes you $390.15.

From the description given in your statement, this appears to be in reference to the Underwood & Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure, and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company through Gordon Randall Agency, 1036 Wall Street, Bend, furnished the performance bond on this contract, which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond.

Please advise this office when your claim has been paid.

RECEIVED
FEB 1 1968
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Construction Co., Inc.
J. F. Putnam
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

STATEMENT

FROM NU-MIX CONCRETE
EAST MAIN & SHASTA WAY
P.O. BOX 1061
KLAMATH FALLS, OREGON

JANUARY 1 19 68

TO UNDERWOOD & RICHARDS
BEND, OREGON

LINK RIVER JOB
MAIN STREET BY PASS
KLAMATH FALLS, OREGON

ADDRESS

CXXX COPY TO: STATE OF OREGON DEPT. OF ENGINEERS
: UNITED PACIFIC INSURANCE -TACOMA, WASH.

TERMS BONDING CO.

BALANCE PAST DUE. SINCE NOVEMBER 1-1967	375.00		
NOV. SERVICE CHARGE	7.50	382.50	
DEC. SERVICE CHARGE	7.65	390.15	
BALANCE NOW PAST DUE			$ 390.15

FORM E-223X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
FEB 2 - 1968
FOR FILING
File No. 4359
FILED
JAN 31 1968
CLAY MYERS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 31 8 36 AM '68
CLAY MYERS
SECRETARY OF STATE

January 30, 1968

18-1130
6895-

FEX Building Co.
3310 Derby Street
Klamath Falls, Oregon

NOTED ON CARD

Gentlemen:

Mr. J. F. Putnam, Division Highway Engineer in Bend, has forwarded to us a copy of your statement which shows that Underwood and Richards Construction Company, Inc., owes you $170 for machine time on truck-mounted hydraulic hole-boring auger.

This appears to be in reference to the Underwood and Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company through Gordon Randall Agency, 1036 Wall Street, Bend, furnished the performance bond on this contract, which is given to assure completion of the project and payment of all bills incurred in it. We will advise them of the receipt of your statement and will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond.

Please let us know when your claim has been paid.

RECEIVED
FEB 1 1968
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Construction Co., Inc.
J. F. Putnam
Commissioners
Hon. Clay Myers

Please acknowledge receipt of this claim on the attached copy of this letter.

NOTED
C. W. HEAD

FORM S-80 REV 3-66 SP°6470-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls 97601
January 12, 1968

RECEIVED
DIVISION IV BEND
JAN 17 1968

☐ DE ☐ ADE ☐ ADE ☐ DOD ☐ DUE

Assigned _____
Action _____

SUBJECT: Main St. (Klamath Falls) Connection
Contract No. 6895
Claims against contractor

To: Mr. J. F. Putnam
Division Engineer
Bend, Oregon

L

Enclosed are some claims against Underwood & Richards, contractor on the subject project, which have been sent to this office, as follows:

Heaton Steel & Supply	$371.84 ✓
Pex Building Co.	170.00 ✓
Klamath Lumber Co.	210.00 ✓ (Paid)
Nu-Mix Concrete	390.15 ✓
Summons & Complaint-Conforti vs Underwood & Richards (To Legal)	980.00

N. D. Krehbiel
Res. Br. Engr.

Encl.
cc: file

DATE 12/26/67

NO.

TERMS

UNDERWOOD - REMINGTON CO.

P.O. Box 1470

Bend, Oregon 97701

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $ 170.00

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
Dec 19 67		
	17 hrs Service Time on Truck -	
	Motor & Drive Belt Being Worn	
	Out & Pump	170.00
	PAY LAST AMOUNT IN THIS COLUMN	171

Thank You

FORM 960

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
FEB 2 - 1968
FOR FILING

RECEIVED
JAN 31 8 36 AM '68
CLAY MYERS
SECRETARY OF STATE

File No. 4361

FILED
JAN 31 1968
CLAY MYERS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 30, 1968

18-1130

6895

Heaton Steel & Supply, Inc.
428 Spring Street
Klamath Falls, Oregon 97601

NOTE ON CARD

Gentlemen:

Mr. J. F. Putnam, Division Highway Engineer in Bend, has forwarded to us your claim letter of December 21, 1967, advising that Underwood & Richards Construction Company, Inc., owes you $371.84 for miscellaneous supplies and rentals.

This appears to be in connection with the Underwood & Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure, and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company through Gordon Randall Agency, 1036 Wall Street, Bend, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please inform this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Construction Co., Inc.
J. F. Putnam
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

TELEPHONE 882-3426 AREA CODE 503
428 SPRING STREET KLAMATH FALLS, OREGON 97601

• STEEL BARS & PLATES • STRUCTURAL STEEL • WIRE & WIRE PRODUCTS • PIPE & CASING • CULVERT • FENCING
Steel & Steel Products - Serving Your Needs for More than 25 years
WELDING EQUIPMENT • BOLTS & CAPSCREWS • TOOLS & CONTRACTOR'S SUPPLIES • CHAIN, HOOKS & BINDERS

December 21, 1967

Norman Krehbiel
Oregon State Highway Resident Engineer
1722 Laurel Street
Klamath Falls, Oregon 97501

Dear Sir:

This letter will serve as notice of an unpaid account in the amount of $371.84 which is owed to us by Underwood & Richard Construction Company of Bend, Oregon.

We supplied nails, rebar, rental on screed stakes, rental on our clamshell bucket, nuts and bolts, pipe fittings and other miscellaneous supplies on the State Highway Link River Bridge.

Yours very truly,

HEATON STEEL & SUPPLY, INC,

Larry C. Heaton

LCH/sj
cc/United Pacific Insurance Co.

STEEL SERVICE CENTER INSTITUTE
MEMBER

RECEIVED
JAN 30 1968

FOR FILE
18-1130
6895

January 30, 1968

Klamath Lumber Company
P. O. Box 127
Klamath Falls, Oregon 97601

Gentlemen:

Mr. J. F. Putnam, our Highway Division Engineer in Bend, has recently forwarded to us a copy of your invoice to Underwood and Richards stating that they owe you for piling in the amount of $210.

This appears to be in reference to the Underwood & Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure and signing on the Main Street (Klamath Falls) Connection Section of The Dalles-California Highway in Klamath County.

Mr. Putnam has also forwarded to us a copy of your letter dated January 22, 1968, which states that Underwood and Richards paid their account.

This information is being noted in our records. We will notify the United Pacific Insurance Company and Gordon Randall Agency that this account has been paid as they furnished the performance bond on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.
J. F. Putnam

CWH:gc

NOTED ON CARD
J. C. 1-30-68

TELEPHONE (503) 884-7700 POST OFFICE BOX 127 KLAMATH FALLS OREGON 97601

JANUARY 22, 1969

MR. J. F. PUTNAM, DIVISION ENGINEER
STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON 97310

#6895

DEAR MR. PUTNAM:

WITH REFERENCE TO YOUR LETTER OF JANUARY 19, 1969, CONCERNING UNDERWOOD AND RICHARDS' UNPAID BILL, WE WISH TO ADVISE THIS BILL WAS PAID BY UNDERWOOD AND RICHARDS DECEMBER 20, 1968.

THEREFORE, PLEASE REMOVE OUR NAME FROM THEIR ACCOUNTS PAYABLE RECORDS.

THANK YOU.

SINCERELY,

KLAMATH LUMBER CO.

C. F. JOHNSON,
CONTROLLER

CFJ/PLL

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 23 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
FLOYD QUIERY

KLAMATH LUMBER CO.

Manufacturers of

SOFT TEXTURED PONDEROSA PINE & WHITE FIR

P. O. BOX 127
KLAMATH FALLS, OREGON 97601

OFFICE PHONE 884-7788
TWX 503 885 0017

SALES (STA-STA) 884-5051
AREA CODE 503

SOLD TO ADDRESS: Underwood & Richards Construction Company
P.O. Box 1050
Bend, Oregon

CONSIGNED TO DESTINATION: Same
Klamath Falls, Oregon

CAR NO. ROUTING: #6895

INVOICE NO.

DATE: 8/21/67

YOUR ORDER

OUR ORDER

TERMS: Net

RATE

Charge for White Fir and Douglas Fir piling delivered to bridge site, Klamath Falls, Oregon, August 11, 1967.

21 piling at $10/pile $210.00

3rd Billing Sent out
12/7/67
BOB PRYOR
TMBR. MGR.

RECEIVED
DEC 8 1967
N. D. KREHBIEL
Res. Br. Engr.

Merchandise listed in this invoice has been produced in accordance with the Fair Labor Standards Act of 1938, as amended. Lumber is sold under the grading rules of Western Wood Products Association. Claims, to be valid, must be filed within ten days after arrival and complained of stock must be held intact, properly protected, until settlement is made.

PLEASE RETURN FREIGHT BILLS PROMPTLY

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER

DEC 22 1967

FOR FILING
Claim File 4349
FILED
DEC 21 1967
CLAY MYERS
SECRETARY OF STATE

6895

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 21 10 12 AM '67
CLAY MYERS
SECRETARY OF STATE

December 20, 1967

Concrete Service Company
1260 S. E. Timberline Avenue
Beaverton, Oregon 97005

NOTE ON CARD

Gentlemen:

This is to acknowledge receipt of your claim letter of December 15 advising that Underwood & Richards owes you for installation of compression joint seals in the Link River bridge in the amount of $854.

You state this is in reference to the Underwood & Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure, and signing on the Main Street Connection in Klamath Falls on The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company through Gordon Randall Agency, 1036 Wall Street, Bend, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please notify this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 22 1967
OREGON
STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

- TYPE A OIL ASPHALT
HOT-POUR RUBBER ASPHALT
SS-S-164 and SS-S-167
SEALANT APPLICATORS
Sewage Plants
Reservoirs
Highways
Bridges
Airports
Buildings
Retaining Walls
EPOXY REPAIRS
Bridges
Buildings
Processing Plants
Floors, etc.
SANDBLASTING
WATERPROOFING

Concrete Service Company

JOINT SEALING SPECIALISTS

Epoxies • Polysulfides • Polyurethanes

Distributor and Applicator of "Delastic" Neoprene Compression Seals

1260 S. E. TIMBERLINE AVENUE, BEAVERTON, OREGON 97005

Office and Home
Area Code 503
Phone 644-3207

December 15, 1967

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Oregon State Highway Dept.
Contract #6895
(Main Street Klamath Falls connection)
The Dalles-California highway
Klamath Falls, Oregon

Gentlemen:

Please be advised that Underwood & Richards, Bend, Oregon, the prime contractor on the above job, has not paid me for work performed (installation of compression joint seals in Link River bridge) on October 26, 1967, in the amount of $854.00. No payment has been received on this original quotation since the work was completed to the satisfaction of the Resident Engineer.

Very truly yours,

CONCRETE SERVICE COMPANY

Hewett Warrens

HW:vw

RECEIVED

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
DEC 21 1967

Claim File # 4350

FILED
DEC 21 1967
CLAY MYERS
SECRETARY OF STATE
6895

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 21 8 11 AM '67
CLAY MYERS
SECRETARY OF STATE

December 20, 1967

Concrete Products, Inc.
P. O. Box 1868
Klamath Falls, Oregon 97601

NOTED ON CARD
wlw

Gentlemen:

This is in reply to your claim letter of December 11 informing us that Underwood and Richards of Bend owes you for material and supplies in the amount of $10,132.57.

You state this is in connection to the Underwood & Richards Construction Company, Inc., Contract No. 6895 for grading, paving, structure, and signing on the Main Street (Klamath Falls) Connection of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Company through Gordon Randall Agency, 1036 Wall Street, Bend, furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. We will advise the surety, agent, and principal contractor of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please notify this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 22 1967
OREGON
STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
Gordon Randall Agency
Underwood & Richards Constr. Co., Inc.
Commissioners
✓Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

CONCRETE PRODUCTS, INC.

BATCH PLANT LOCATION: 1900 SOUTH SIXTH STREET
TELEPHONE (503) 882-6647
P. O. BOX 1868
KLAMATH FALLS, OREGON 97601

December 11, 1967

State Highway Division
State Highway Building
Salem, Oregon

Attn: Floyd Query

Dear Mr. Query:

Please consider this official notice on Contract No. 6895 held by Underwood and Richards of Bend, Oregon.

Their account is past due $9,846.45 plus delinquent interest making a total of $10, 132.57.

If you need a further breakdown of material and supplies, we can furnish it for you.

Thank you.

Very truly yours,

Steven F. Stiles
Manager

SFS:VSD

RECEIVED
DEC 13 1967

RECEIVED
SEP 8 - 1967
FOR FILING

18-1130

6895

September 8, 1967

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the Main Street (Klamath Falls) Connection on The Dalles-California Highway in Klamath County appears inevitable.

This is a State project under contract to Underwood & Richards Construction Company, Contract No. 6895. The original authorization was $387,105.52. It now appears that the final cost will be $434,261.30 or an overrun of 12.2 percent.

The principal reasons for the overrun were the necessity of adjusting a sewer line which occupied the proposed location of Bent 2 and additional engineering required because of the poor work scheduling of the contractor which has caused the job to run into overtime.

This matter will be on the agenda for the October 31 meeting and we recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison
J. F. Putnam

RWE:mb:jf kf

FORM E-20 50M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 17, 1967

SUBJECT: Main Street (Klamath Falls) Connection. Contract No. 6895

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon

Herewith report on expected over-run of project authorization and copy of letter of transmittal from Norm Krehbiel. Mr. Krehbiel's letter goes into details on the cause of this over-run, which is primarily due to $18,000 Extra Work Order to adjust a sewer line under the footing of bent 2, and an over-run of engineering costs.

The constractor on this project has overrun the contract time by 32 days at this writing, even though he has been double shifting for quite some time. There was a two month period last winter when he did no work at all, and there was very little other work on which we could utilize the three man crew; also, since he started double shifting it has been necessary to maintain this crew at full strength. At the present time the engineering authorization has been overrun by $17,000, and the amount shown on the report is needed to complete the project. Your approval is requested.

J. F. Putnam
Division Engineer

JFP:me
Encls.
cc: N. D. Krehbiel

RECEIVED
STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 18 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

FORM E-30 50M 9-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

DE | ADE | ADE | DOD | DOE

Klamath Falls, Oregon
August 10, 1967

AUG 16 1967

SUBJECT: Main St. (Klamath Falls) Connection
Contract No. 6895

To: J. F. Putnam
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

Enclosed is Report on Expected Over-run of Project Authorization for the subject job.

Item 33, Class "A" Concrete and Item 34, Reinforcement are lump sum items, and the additional cost adjustment on these items is due to plan changes dated 8-2-66, 8-3-66, 8-10-66, and 9-19-66, plus a 6" increase in thickness of footings for bents 3 and 4 which was authorized by Mr. Al Rear. There was also a decreased cost adjustment due to the decreased length of columns at bents 3 and 4. The figures shown on the report are of course the net added cost.

Item 39, Single Sign Support, is to be deleted and will be replaced by a breakaway type sign post per Drawing S-474, revised 5-67 and Drawing 22478.

The 86'-6" sign bridge was originally to have been installled at Station TX 137+22. This is a temporary location, and since it appears that the completion date of this contract will be in close proximity to the letting of the Klamath Falls-Green Springs Interchange Section, Item 40, 86'-6" Sign Bridge and Item 41, Sign Illumination Equipment are to be deleted and butterfly sign supports used to support signs 2 and 3 at the temporary location. The sign bridge, which has been fabricated, will be purchased from the contractor and stored at the maintenance yard in Klamath Falls, until it can be installed in its permanent location under the next contract. The cost of the above work is shown on the report under "Expected over-runs and under-runs in work orders". The figure of $ 15,300 is an estimate cnly. Also shown on the report under "Credits to come from transfers and deductions" is the amount of $ 2,150.00. This is the figure quoted by the contractor as the amount he would reduce the $ 6, 830.00 bid for Item 38, Sign Support footing, as a result of our eliminating the footings for the sign bridge. Based on the yardage involved only, this is a very unrealistic figure. As you remember, the contractor claimed to have move in cost included in this bid item. Unless this claim can be substantiated

by him and allowed by the State, the credit due us would be considerably more than the $ 2,150.00 shown.

The principal item in the $ 21,500 total under approved work orders is Price Agreement No. 1 for $18,000. This was for the installation of approximately 350 lin. ft. of 48" sanitary sewer line, plus two manholes and necessary connections. It was found that existing 27" and 36" sewer lines ran directly under the footing for Bent 2 of the Link River Bridge. Mr. Bob Kyle, City Manager of Klamath Falls, by letter to Mr. John Holcomb dated 7-14-66, requested that the existing 27" and 36" lines be abandoned and replaced by a single 48" line clear of the new footing. This request was approved by Mr. F. D. Morgan in letter dated 8-8-66, which is also the date of award for this contract.

The remaining $3,500 is broken down as follows:

S. F. O. No. 1 Adjust city irrigation system	$ 400.00
E. W. O. No. 1 Backfill concrete Bt. 2	$ 800.00
E. W. O. No. 2 Flagging (Per original auth.	$1500.00
E.W.O. No. 3 Furnish & install 1¼" condiut	$ 800.00

The estimated engineering over-run of $28,500 includes an allowance beyond August 1st of $ 5,000 for Reid Meritt's crew and $ 7,500 for my crew. The allowable 320 calendar days for completion of contract ended on July 12th, so it is estimated that approximately $ 15,000 will be required for engineering after the specified completion date. Also, the contractor was shut down for two months last winter, which added to the engineering costs, as it was not feasible to cut down the size of the crew for a short, indeberminate period. In addition to the above, the contractor has been double shifting since 3-2-67, which has required additional personnel.

N. D. Krehbiel
Res. Br. Engr.

cc: file

RECEIVED
SEP 7 - 1967
FOR FILING

18-1130
6895

Salem, Oregon
September 6, 1967

J. F. Putnam
Division Engineer
Bend

I have your letter of September 1 explaining the overrun in engineering charges on the Main Street (Klamath Falls) connection, Contract No. 6895. Admittedly, approximately $4,000 was charged against the project before letting. I have examined the payrolls and find some rather curious things. For instance, during the month of January when the job was completely closed down, Meritt's charges were in excess of $800. I find Meritt has charged approximately $6,000 to the project, which I am unable to understand.

I am unable to understand further, inasmuch as Krehbiel had at times six men, why it was necessary to call on Meritt for slope staking.

I have further examined the equipment inventory record. I find the current strength of Meritt's crew and Krehbiel's crew to total approximately 11; the last equipment run shows charges made to 10 different automobiles. I suggest that you look into this matter.

I have this date passed the recommendation to increase the project authorization, but I would appreciate a further explanation of the points that I have enumerated.

Tom Edwards
Assistant State Highway Engineer

TE:fn

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

FORM E-30 SGN 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
September 1, 1967

SUBJECT: Main St.(Klamath Falls) Connection
Contract No. 6895
Contract Overrun

To:

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

On August 1, 1966, Resident Engineer Krehbiel was moved from The Dalles to Klamath Falls to oversee the construction of the Main Street and Olene structures. Five men were moved in order to keep the crew intact with the anticipation of an early letting of the Link River-Green Springs Junction project. When this job was set back to a September letting, two of the men were transferred out to lessen the costs.

The Olene job was awarded September 6th and completed in December of 1966 within the engineering funds set up. The Main Street project was awarded August 8, 1966 and work started September 6, 1966. On November 30th, the contractor set off a blast inside the cofferdam at bent 3, blew up the cofferdam and destroyed a portion of the falsework. After this event work slowed considerably until December 6, 1966, when the contractor shut down the job until February 8, 1967. During this slack period two men were assigned to the District Maintenance Superintendent for maintenance bridge inspection work and the others assisted the two construction residents with their work, thus relieving the engineering charges against the job somewhat. On March 6, 1967, the contractor started a double shift operation and is still carrying this on. The crew has been split to carry out inspection duties with a minimum of overtime.

The Division was aware of the excessive engineering costs and made attempts to mitigate them during the no work periods butfelt it was necessary to keep inspectors on the job whenever work was being carried on as we were concerned with the apparent inefficiency of the contractor. Even on a double shift basis the progress of the structure has been very slow.

Mr. Krehbiel's salary expenditures for basic crew prior to July 1, 1967 was $2,940.00 per month and after that $3,309.00. Thus for the period of time the contractor has worked there has been a payroll expense for the bridge crew amounting to $35,280 against an engineering authorization of $27,527. In addition the construction resident has furnished assistance in slope staking and other engineering needs for the grading work. These figures do not include equipment rental, office rental or laboratory expenses. It is my opinion that we have had minimum crew strength on this job to maintain the present requirements for testing, inspection and documentation. With the present salary structure and small number of jobs,

Ellison
analyst
RH

most of which are small projects, we are experiencing difficulty in keeping within engineering authorizations throughout the Division. Possibly a sliding scale allowing more percentage for engineering funds on small jobs and less for the larger is in order.

J. F. Putnam
Division Engineer

JFP:me
cc: Mr. I. D. Merchant

RECEIVED
SEP 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-49—30M

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET ..... OF ..... SHEETS

Main St. (Klamath Falls) Connection
Contract 6895 Prefix 18-1130
Engineering Charges - Summary

Total authorized = $27,527.50

→ From Time reports ←

Month	Krehbiel's Crew	Meritt's Crew	Both Crews Monthly total	Both Crews Accumulative
7/66	306.88		306.88	306.88
8/66	2,730.96	43.84	2,774.80	3,081.68
9/66	2,490.26	999.72	3,489.98	6,571.66
10/66	2,589.78	16.52	2,606.50	9,178.16
11/66	1,060.58	—	1,060.58	10,238.74
12/66	1,747.70	55.36	1,803.06	12,041.80
1/67	2,742.20	796.08	3,538.28	15,580.08
2/67	2,376.16	546.26	2,922.42	18,502.50
3/67	3,071.96	670.46	3,742.42	22,244.92
4/67	1,521.92	203.36	1,725.28	23,970.20
5/67	1,769.28	281.24	2,050.52	26,020.72
6/67	2,056.64	361.38	2,418.02	28,438.74
7/67	2,362.00	573.62	2,935.62	31,374.36
8/67	2,786.00	452.74	3,238.74	34,613.10
Totals	29,612.52	5,000.58	34,613.10	
Payroll additives = 23% =			7,961.01	
	Total =		$42,574.11	

Weekly report dated 9/1/67 shows a total of $45,985.00 Difference is equip. rent & supplies

RECEIVED
AUG 3 1967
FOR FILING
18-1130
6875

August 1, 1967

5867

Mr. Bob G. Kyle
City Manager
City Hall
226 South Fifth Street
Klamath Falls, Oregon 97601

Dear Mr. Kyle:

This will acknowledge receipt of a copy of a letter which you directed to our contractor, Underwood and Richards, regarding repair to the City park and recreation dock.

Since this dock is being used by an agreement signed by the superintendent for Underwood and Richards, it is assumed that its restoration will be made upon completion of the current construction project. If the contractor does not make satisfactory restoration of your facilities at the completion of the work, please let us know and we will advise you how to proceed to file a claim against the contract.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant - Please follow-up on this.

AAR:jf/TE:ja

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET --- TELEPHONE 884-3161

-5770
JUL 24 67

REFERRED TO
admin
BY SECRETARY

July 20, 1967

REFERRED TO
Edwards
BY

Richards & Underwood Construction Company
Bend, Oregon

Gentlemen:

Richards & Underwood Construction Company, during the summer of 1966, removed the City Park & Recreation dock on Link River in Klamath Falls to use in their construction of the new West Side By-Pass off-ramp through Veteran's Memorial Park. On September 21, 1966 an agreement was signed by Jerry A. Chiddix, Construction Foreman for Richards & Underwood, agreeing to replace the City Park and Recreation dock in the same manner in which they found it.

Since that date the dock has taken considerable abuse. The City park foreman found it floating upside down in a nearby log pond and asked the construction company to retrieve it. Due to negligent use of the dock it is in need of considerable repair and is missing all four styrofoam flotation logs.

This is brought to your attention so you may repair the dock, replace the flotation logs and secure the dock to its original location. The City fully intends to hold the contractor responsible for replacing this dock in its original condition upon completion of the West Side By-Pass off-ramp.

Sincerely,

Bob G. Kyle
City Manager

RECEIVED
JUL 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1967
OREGON
STATE HIGHWAY COMMISSION

BGK:lj
cc: Oregon State Highway Department

FOR FILING
18-1130
6795

5764

June 20, 1967

Mr. Robert G. Kyle
City Manager
City Hall
Klamath Falls, Oregon 97601

Dear Mr. Kyle:

Your letter of June 14 poses several questions with regard to the Main Street Interchange. I enclose a plan showing the access to Main Street at Payne Alley.

You indicate that the City will care for replacement of the existing curb and sidewalk on the park side of Main Street from the intersection of the off-ramp to the Link River Bridge and suggest that the State's contractor be authorized to perform the work under the present contract, with the billing made to the City. We will proceed in this direction.

You state that the City is giving consideration to upgrading the illumination on Main Street and inquire as to what, if any, plans the State has for illuminating the interchange ramps. We did not anticipate any illumination on the ramps; however, subject to approval by the Bureau of Public Roads, we would provide interchange illumination in accord with our usual practice that (1) the City proceed with upgrading Main Street illumination and (2) the City would care for power consumption costs for the interchange illumination.

If you feel that this arrangement has possibilities, kindly inform us and we will proceed to draft plans for submission to the Bureau of Public Roads for its approval.

Very truly yours,

Enc.

Forrest Cooper
State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
J. F. Putnam (enc.)

By

Tom Edwards
Assistant State Highway Engineer

Mr. Putnam -- Please arrange to have the existing curb and sidewalk work performed with billing to the City as per above commitment.

FBC:njc ja

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

POST OFFICE BOX 1200 ··· TELEPHONE 884-3161

OFFICE OF THE CITY MANAGER

BOB G. KYLE

June 14, 1967

State of Oregon
Highway Department
Salem, Oregon 97310

Attention Mr. Tom Edwards

Gentlemen:

We were advised by Mr. Reid Meritt that there has been a modification to the Main Street off-ramp project to include an access to Main Street at Payne Alley. We would appreciate receiving a set of drawings of this modification.

We inspected the project with Mr. Meritt recently and determined that the City would replace existing curb and sidewalk on the park side of Main Street from the intersection with the off-ramp to the Link River bridge. To expedite the additional work, it would appear desirable that the State contractor be authorized to perform the work under present contract and the expense be charged to the City.

Street lights along this section of Main Street are supported by wooden poles and served overhead. The City is studying the possibility of replacing this installation with underground service and ornamental steel or aluminum standards and the subject came up as to whether or not the State had lighting plans under consideration for the off-ramp structure. If so, perhaps the lighting could be coordinated into a joint project.

Please advise as to the proposed lighting.

Yours truly,

Bob G. Kyle
City Manager

BGK:bb

RECEIVED
JUN 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 - 1967
FOR FILING

18-1130

5333

February 1, 1967

Mr. E. Robert de Luccia
Senior Vice President
Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

Dear Mr. de Luccia:

We wish to acknowledge receipt of your letter of January 19 reiterating your position concerning damage resulting from constriction of the channel at the site of the Link River Bridge construction in Klamath Falls.

For your further information, our contract carries the following specifications:

"105-3.2 Preservation of Channel. The contractor will not be permitted to construct a dike in the river for access to Bents 3 and 4. Piers shall be constructed within cofferdams."

"404-3.14 Falsework and Centering. Falsework shall be constructed in such a manner as to give the least possible obstruction to stream flow."

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
J. F. Putnam (enc.)

AAR:mb/TE:ja

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

E. ROBERT DE LUCCIA
SENIOR VICE PRESIDENT

January 19, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

We have your December 29, 1966 response to our letter of December 23, 1966 concerning the constriction placed in the Link River channel by your activities in building a new bridge over the Link River at Klamath Falls.

We understand from your letter that by virtue of a contract between the Highway Department and its contractors, Underwood & Richards, the latter are liable over to you for any liability incurred by the Highway Department as a result of this constriction, but we wish to reiterate that if damage should occur as a result of this constriction we consider it the responsibility of the State Highway Department.

It is our understanding that the contractor has temporarily suspended construction at a point resulting in a constriction of the channel substantially greater than it will be when the bridge is completed according to plan.

Very truly yours,

E. R. de Lucia

deL:rbk

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 23 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JAN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 3 - 1967
FILE FILING
18-1130
6495

December 29, 1966

Mr. E. Robert de Luccia
Senior Vice President
Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Dear Mr. de Luccia:

We wish to acknowledge your letter of December 23 concerning the constriction placed in the Link River channel by the contractors, Underwood and Richards, who are constructing the new Main Street Connection in Klamath Falls.

By the terms of the contract, the contractors are liable for such damage. We are forwarding them a copy of your letter in order that they be fully aware of the condition which they face.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc/enc. Underwood and Richards
P. O. Box 1050
Bend, Oregon 97701

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (Referral No. 4610)
Ivan Merchant (enc.)
J. F. Putnam (enc.)

PACIFIC POWER & LIGHT COMPANY

PUBLIC SERVICE BUILDING

PORTLAND 4, OREGON

4610

December 23, 1966

DEC 28 66

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

State Highway Engineer
State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Forrest Cooper

Gentlemen:

It has been brought to our attention that work by a contractor constructing a new bridge over the Link River at Klamath Falls has resulted in constriction of the channel capacity. In case of occurrence of flood flows, this constriction might be the cause of damage to land owners along the Link River. If such damage should occur, we will consider it the responsibility of the State Highway Department.

Very truly yours,

E. Robert de Luccia

E. Robert de Luccia
Senior Vice President

deL:wg

Copy FC

RECEIVE
DEC 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1966
FOR FILING
18-1130
6825

December 12, 1966

Underwood & Richards Construction Company
P. O. Box 1050
Bend, Oregon 97701

Gentlemen:

Your letter of December 6 concerning your Contract No. 6825, Main Street (Klamath Falls) Connection, to Mr. Cooper has been referred to me for reply.

I find that Mr. Merchant also received a copy of your letter and answered it on December 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper (enc.)
R. L. Porter (enc.)
F. B. Klaboe (enc.)
Victor D. Wolfe (Referral No. 4523)
Ivan Merchant

December 9, 1966

Underwood & Richards Construction Co.
P. O. Box 1050
Bend, Oregon 97701

Subject: Main St. (Klamath Falls)
Connection
Contract No. 6895

Gentlemen:

This is to acknowledge your letter of December 6th, which letter puts the Highway Department on notice that you will make claim for additional costs regarding substructure work.

The State does not agree with your contention that encountering solid rock is the basis for claims for additional compensation.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb

cc: Jim Putnam
Norman Krehbiel

RECEIVED
DEC 12 1966
OFFICE
STATE HIGHWAY ENGINEER

NOTE TO PUTNAM AND KREHBIEL:

The Resident Engineer should keep accurate costs of all work relating to the substructure work on which the contractor has notified us that he will make claims for additional expense. A copy of the contractor's letter is enclosed for your information.

IDM

NOTED
TOM EDWARDS

UNDERWOOD & RICHARDS CONSTRUCTION CO.
COMMERCIAL AND INDUSTRIAL BUILDING CONTRACTORS
P.O. BOX 1050 • BEND, OREGON 97701

December 6, 1966

DEC 8 66

Klamath

Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Forest Cooper, State Highway Engineer

Dear Sir:

RE: Contract #6895
Main Street (Klamath Falls) Connection

Reference is made to the above captioned contract.

It is the purpose of this letter to advise you that the undersigned contractor will proceed with the work but will hold the Highway Department liable for the additional costs incurred due to the inaccuracies in information furnished the contractor with respect to subsoil conditions.

You are aware that we have encountered solid rock in the river bed whereas completely different conditions were indicated in the information furnished us.

Yours very truly,

UNDERWOOD & RICHARDS
CONSTRUCTION CO., INC.

By [signature]
President

jer;mm

RECEIVED
DEC 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
AUG 10 1966

FORM E-123

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, Secretary
SALEM

6895

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Underwood & Richards Construction
Company, Inc.
P. O. Box 1050
Bend, Oregon 97701

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6895 for the following project:

Grading, paving, structure and signing on Main Street (Klamath Falls) Connection to The Dalles-California Highway in Klamath County.

This award was based on your bid of $341,493.80 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
C. D. Mattiss (SIAC)
L. D. Merchant

RECEIVED
JUN 27 1966
FOR FILING

[redacted] DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June [redacted], 19[redacted]

[redacted] t Connection
[redacted] Falls

To:

763

Memo to the File:

On June 22, 1966, Mr. Rudd Hewitt and I attended a meeting with the following officials of the City of Klamath Falls: Bob Kyle, City Manager; Robert Veach, Mayor; Ladd Hoyt, Walter [redacted], Kyle Kelstrom and Nelson Reed, Councilmen.

The meeting was being held at these officials' request to further explain the proposed project for the off-ramp connection of the West Side Bypass to Main Street. They felt that the plan was cutting up the Veterans Memorial Park too severely, and could see no reason on why the proposed structure could not be moved closer to the existing one. I advised them that the existing structure was constructed for the two southbound lanes, although it is being used for two way traffic now, and at some future day it would be widened to four lanes to accomodate north bound traffic; thus the off ramp structure could not be moved any closer.

We then viewed the alignment on the ground, and upon observing the right of way stakes, it was the consensus of opinion that the damage was not as great as they had anticipated, they therefore indicated their approval and would proceed with the submission of a plan and estimate for adjusting utilities for the new roadway.

Mr. Kyle told me that he had received correspondence from Si Cox advising him that a change of gradeline on the structure was being considered to take out the hump, that this change would also require the revision of the grade on the P. R. Line, in order to provide clearance under the structure. This was brought out to reinforce their stand on not moving the pump house, which now supplies irrigation water to our landscaping within the intersection area and to the park. It consists of a brick building set over a sump, with several lines radiating out to take care of the irrigation needs. I believe that minor variation can be made in the grade and alignment in the P. R. Line to allow it to remain in position. When I pointed out that the proposed grade was already 7.3 and that any lowering would increase this grade, Mr. Kyle and others advised that it did not concern them too greatly.

It is my opinion that this should be a oneway street off Main, leading into the park, and should not be considered as an entrance, due to the steepness of grade and the fact that a lot of log trucks from the adjacent mill will be entering this area by the intersection. I did not make any statements regarding this to [redacted].

The [redacted] also decided to attempt to salvage the smaller shade trees [redacted] grading area.

They were concerned about the possibility of further destruction of the park area, if and when the proposed Pine Street and Klamath Street couplet is constructed. I advised them that this can be worked out at that time as to the tightness of curves they desired, when their proposal was complete.

As usual, there were many gripes concerning traffic matters, which cannot be solved to their satisfaction., this was more or less talk, without request for official action.

J. W. Putnam
Traffic Engineer

JWP:me
cc: Mr. F. D. Morgan
Mr. [illegible] Meritt
Mr. H. S. Cox
Mr. John E. Holcomb

RECEIVED
JUN 28 1966
FOR FILES

18-1130
6-8-66

June 8, 1966

MISC. CONTRACTS and AGREEMENTS No. 3107

Mrs. Rosie Keller
City Recorder
City of Klamath Falls
Klamath Falls, Oregon

Agenda Item
4b
6-2-66

Dear Mrs. Keller:

We are enclosing for your records a fully executed copy of a Cooperative Construction Agreement pertaining to Main Street Connection section of The Dalles-California Highway.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

b-2

RECEIVED
APR 29 1966
FOR FILING
18-1130
C-495

April 29, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the June 2 meeting will be a cooperative construction agreement with the City of Klamath Falls pertaining to the Main Street Connection Section of The Dalles-California Highway (U97) in Klamath County.

This agreement provides for construction of the project, relocation of utilities, parking restrictions, grade revisions, et cetera within the city. The City of Klamath Falls is providing the necessary right-of-way for the construction of this project.

Upon completion of the project, the City will assume maintenance, jurisdiction, and control of the portion of right-of-way, including sidewalks, lying outside the curb line of the project. The State, however, shall retain full jurisdiction, maintenance, and control of the structure over Link River.

The project is tentatively scheduled for the July 26, 1966 bid letting and estimated to cost approximately $408,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
F. D. Morgan
C. H. Maison
I. D. Merchant
J. F. Putnam

RU:mm bg

RECEIVED
APR 21 1966

Commissioners
J. Paul Miller, Bend
Chairman
Wayne E. Phillippi, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W. ALDER STREET
PORTLAND

RECEIVED
APR 20 1966
CONSTRUCTION
DIVISION

April 19, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of April 12, 1966 which enclosed plan title sheets for the following six projects:

1. Ontario Interchange-Idaho State Line Section, Old Oregon Trail Highway, Malheur County.

2. Newberg-Dundee Section, Pacific Highway West, Yamhill County.

3. Main Street Connection(Klamath Falls)Section, The Dalles-California Highway, Klamath County.

4. Little North Fork Nehalem River-Humbug Summit Section, Sunset Highway, Clatsop County.

5. Mohawk Road Interchange, Eugene-Springfield Highway, Lane County.

6. Junction City-Eugene Section, Pacific Highway West, Lane County.

There will be no adverse effects on wildlife resources as a result of any of the above projects, consequently they are all approved by this agency.

The opportunity to review these projects is appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

4-20-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (2)
A. F. Parson (2)

fp

RECEIVED
JUL 23 1965
FOR FILING
18-1130
6x95

Salem, Oregon
July 22, 1965

R. L. Porter
Deputy State Highway Engineer
O F F I C E

Robert O. Veatch, Mayor of Klamath Falls, has again gotten to Glenn L. Jackson and revived the old South Main Street-Klamath couplet proposal.

I explained to Mr. Veatch that I did not believe the proposal that had been made by the City was the right one and suggested that we discuss the plan with their people to see if something could be worked out. I also made it brutally clear that adoption of a plan did not involve financing of a project by the State.

Will you please have this whole matter revived and see if we can work out an acceptable proposal to leave the sawmill in business and still provide workable connections which do not involve the peculiar pattern set up by the proposal made by Klamath Falls.

In the course of our conversation, Mr. Veatch informed me that I had previously approved their plan. This is not my recollection of the matter, I having stated that if two-way operation were to be maintained on Main Street, their plan was the proper one, but under any one-way couplet proposal, I believe it has serious deficiencies. Please keep me posted.

Forrest Cooper
State Highway Engineer

FC:fn
cc Victor D. Wolfe

RECEIVED
OCT 20 1964
FOR FILING

Salem, Oregon
October 19, 1964

Main Street-Klamath Avenue Couplet
Klamath Falls

Mr. Forrest Cooper
State Highway Engineer

Your letter of October 13 requests a report and recommendation on the proposed project to develop a one-way couplet from the Link River bridge to approximately Spring Street at Main.

The City proposal and schedule of operation was discussed in my letter to Mr. Porter August 31. At your request, a revised routing was worked up bringing the ramp over Link River directly into Klamath Avenue instead of Main Street as was the case in the City proposal.

The direct route to Klamath Avenue was sketched on a small aerial mosaic and presented to the Mayor, Robert Veatch, and City Manager Bob Kyle. Mayor Veatch called by telephone, Thursday afternoon, October 15, and was quite concerned that a proposal for connection to Klamath Avenue in the first stage of construction would be considered by any of the parties involved. Not quoting the Mayor verbatim, but conveying the gist of his remarks:

About one or two months before Gerald Attig left State employ, Mayor Veatch discussed with Mr. Attig and Mr. Edwards the plan to bring the structure into Main Street in first stage construction and later connect to Klamath Avenue by way of Center Street. Both were in accord as to the Main Street terminus of the structure. Later during this visit, Mayor Veatch discussed the same matter with you. This discussion took place in your office and both parties were in agreement as to the Main Street terminus of the ramp structure.

The City is not now in a position to finance any part of the couplet, other than to continue patching and reconstructing Klamath Avenue from Fourth Street to 11th Street. As to the City's ability to acquire right of way in any amount, it is financially in no position to do so at this time.

The City is not in a position to force Modoc Lumber Company to cease using Klamath Avenue as part of its storage and operating yard. However, the City has notified the owner of a grocery building on Main Street near the end of the Link River bridge that his property would be needed for construction area within a few months.

The City also objects to the proposed roadway across the southwest end of the park. Mayor Veatch stated that this project had been discussed at some length with Mr. Jackson, who was quite favorably inclined toward it.

End of Mayor Veatch's remarks.

If a recommendation could be made based only on engineering considerations, mine would be to delay construction of the Link River ramp structure until greater need was created by extension of the highway southerly, or until Modoc Lumber Company was out of the way and the structure could be built to connect directly to Klamath Avenue.

In view of Mayor Veatch's statements, I recommend that those who have been involved in conversations with him during the past several years consider what commitments have been made to the City and what latitude remains to select any location other than that at Main Street.

Lloyd P. Shaw
Assistant State Highway Engineer

LPShajr

cc R. L. Porter

RECEIVED
SEP 1 - 1964
FOR FILING

F. 1150

Salem, Oregon
August 31, 1964

Klamath Falls
Main Street-Klamath Avenue Couplet

Mr. R. L. Porter
Deputy State Highway Engineer

The City of Klamath Falls, in an August 4 letter, gives its version of design and financing of the Main Street-Klamath Avenue couplet proposal.

The traffic pattern proposed by the City appears to be reasonably satisfactory. A short weave for a low-volume traffic movement which would turn left from Main Street near Center Street and then in a short distance cross the city-bound traffic from the Link River structures and turn right into Klamath Avenue to parallel the park along its southerly side, could be difficult to accomplish. There appears to be no low-cost cure for this ill and the volume making this move will probably be very small.

The Klamath Avenue-Main Street connection near Link River is separated from the proposed northeast-bound ramp which would cross the river on a new structure. The connection this minor roadway makes at Main Street across from the ramp terminals of the West Side Bypass is not good. Traffic entering Main Street from this connection should be permitted only a right turn to avoid conflict with city-bound traffic from the Link River structures. There is then no direct movement possible across Link River southwesterly. To go from Klamath Avenue southwesterly to the area west of Link River it will be necessary to go northeast along Klamath to Second Street or beyond (depending on the driver's ability to weave across two lanes of northeast-bound traffic) and turn left to Main Street, then proceed on Main Street across the river. Again, this is probably a very minor movement and can be tolerated.

The City's proposal for scheduling places the Link River structure and ramp as "Phase A". I recommend including right-of-way acquisition across the northeasterly end of the park with "Phase A". The City's letter of August 4 commits it to secure

MAPS TO GO WITH ORIGINAL OF THIS LETTER

right of way in the park area for the Link River crossing structure and ramp. The City implies that it would also obtain right of way through a "brisk grocery store" property on Main Street. It is silent on the matter of acquiring right of way across the northeasterly end of the park, except to mention that shifting alignment farther into the park would eliminate purchase from Copeland property on the east side of Center Street.

The other phases of scheduling seem satisfactory, provided the numbered streets are capable of carrying the traffic returning to Main Street from the northeast-bound couplet portion of Klamath Avenue. In the event volumes are too great to be carried in this manner, the diagonal from Eleventh and Klamath to Esplanade Avenue should be the second construction project programmed instead of one of the last.

Estimated costs broken into sections similar to those used for reference in the City's proposal were given to you in my letter of August 3.

Mr. Cox went over the existing street section of the Klamath Avenue proposal on August 12 and has written his comments in a memo, a copy of which is attached.

I believe the following schedule sequence should be followed and so recommend:

(1) Link River structure and ramps - City to provide right of way at the southwesterly end of the park and along Main Street to Center Street. Also, at this time, City to provide right of way across the northeasterly end of the park to provide for "Alternate to Phase B", the connection from Main Street to Klamath Avenue.

(2) Construct diagonal from Klamath Avenue to Esplanade and widen Esplanade to Spring Street. Estimated cost of construction, $130,000.

(3) Construct connection from Cedar at Main to Klamath at Fourth. Estimated cost of construction, $111,000.

The above is predicated upon the City improvement of Klamath from Fourth to Eleventh being satisfactory so that no further work need be done on this section.

The City proposes that the State assume the entire cost of the structure and ramp across Link River; the City complete upgrading the Fourth to Eleventh section of Klamath Avenue at its expense; and the remaining work be jointly financed. This arrangement is satisfactory.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

18-1130

C-845

MEMO TO FILES
August 14, 1964

On Wednesday, August 12, I met with Bob Kyle, Klamath Falls City Manager, to discuss present understanding and status of Klamath Avenue which will eventually become the northbound street of a couplet with Main Street becoming the southbound street.

Mr. Kyle has drafted a letter to the department but is holding it pending Council approval of same. He is also submitting an exhibit map with suggestions for stage construction.

Mr. Kyle's understanding of the entire couplet is as follows:

Phase #1. Off-ramp from Link River structure to Main Street. (To be built by State)
City to furnish all right of way, clear all right of way, and do all landscaping.

Phase #2. Main Street to South 4th Street. (On Klamath Avenue)
To be done by City? And/or City, State Co-op?

Phase #3. Klamath Avenue, 4th Street to 11th Street.
To be done by City. 52' curb to curb.
Overlay was placed between 12th and 11th on Klamath Avenue in 1963.
11th to 9th is in good condition as of this date.
9th to 4th - all weak places reportedly dug out and replaced with 12" base and 3" A.C. Then this entire section was overlaid with 1-1/2" of A.C. which was completed August 12, 1964. (The above information from Mr. Kyle)

Phase #4. 11th to Esplanade. (City, State Co-op)

Phase #5. Esplanade. (Wall to Spring)
Widening project. No indication as to kind of project participation.

We both agreed that the above is Mr. Kyle's present understanding and that any or all could change when agreements are finally reached. Money or costs were not mentioned except the stock phrase wherein Mr. Kyle said the city had no money and I replied that we were both in the same boat. No mention was made as to timing except Mr. Kyle reiterated that the work from 12th to 4th was a gesture of good faith with the hope that additional work might proceed as funds become available.

H. S. Cox
County and City Engineer

HSC:mm

RECEIVED
AUG 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Klamath Avenue, City of Klamath Falls
Wednesday, August 12, 1964

Observed loaded log truck making westerly movement through park and to dump as marked by penciled line.

Lumber comes off green chain along distance marked X. Jitney loads this lumber (stacked perpendicular to street, taking up entire street for this operation) and hauls up Klamath Avenue to S. 2nd Street (marked "O") where they turn right.

Hog fuel load and hauling operation marked "H". Lumber stacked on street.

2nd to 3rd.
A.C. footpath east. Curbs very poor. County parking lot entire block.
Concrete sidewalk west. (Generally poor) (Curbs poor 1/2 block)
Pavement excessively crowned (well above curb lines).
Pavement cracked and showing some grooving.

3rd to 4th.
West. Catch basin plugged. (SW Corner) Curbs generally ok.
East. Curbs very poor. Concrete sidewalk 1/2 block. Dirt 1/2 block.
Pavement. Excess crown, cracked, rough.

4th to 5th.
West. Curbs ok. Concrete S.W. ok.
East. Curbs ok. Concrete S.W. ok.
Pavement. Excess crown. A.C. overlay being applied this date (by Ray Byrnes) approximately 1/2" to 1-1/2".

5th to 6th.
West. Curbs good. S.W. good.
East. Curbs good. S.W. good.
Pavement. Approximately 1/2"-1 1/2" overlay being applied this date. Excess crown.

6th to 7th.
West. Curbs & S.W. ok. 3" to 6" exposure.
East. Curbs & S.W. ok. 4" to 6" exposure.
Pavement. New overlay in place.
Poorly adj. M.H. intersection K and 7th.
Poorly adj. water meter intersection K and 7th.
Poorly adj. catch basin intersection K and 6th.

7th to 8th.
West. Curbs & S.W. ok. Exposure 5" - 7".
East. Curbs & S.W. ok. Exposure 5" - 7".
Pavement. New overlay in place. Poorly adjusted M.H. S.W. corner.
0.00 depth on some of W. curb line.

8th to 9th.
West. Curbs & S.W. ok. Exposure 5" - 7".
East. Curbs & S.W. ok. Exposure 5" - 7".
Pavement. New overlay in place. Intersection of Klamath Avenue and 9th end of new overlay.

9th to 11th.
West. Curbs & S.W. ok.
East. Curbs & S.W. ok.
Pavement. Slightly rough. Good condition. Kyle thinks a seal would be sufficient in this block.

11th to 12th.
West. Curb & S.W. ok.
East. Curb & S.W. ok.
Pavement. Overlaid in 1963. Good condition.

H. S. Cox
County & City Engineer

S-1130

6895

CITY OF KLAMATH FALLS, OREGON

POST OFFICE BOX 1800 --- TELEPHONE 884-3101

SISTER CITY:
ROTORUA, NEW ZEALAND

OFFICE OF THE CITY MANAGER

BOB G. KYLE

REFERRED TO
Admin.
BY SECRETARY

August 4, 1964

State of Oregon
State Highway Department
Salem 10, Oregon

Gentlemen:

The City Council has had under consideration for a considerable period of time the subject of improving access to the City business district and the circulation of traffic therein. Of primary concern to the Council is access from Highway 97 via the business route into the core area. This access can be achieved with the construction of an off-ramp structure from the Westside Bypass bridge to a connection with Main Street about midway along the Veterans Memorial Park north boundary. Such proposed construction would achieve convenient access into the downtown area on Main Street, and this construction would lend itself to a future adaptation to one-way couplets through the business district using Klamath Avenue for north and east bound traffic, and Main Street for south and west bound traffic.

We are enclosing a drawing of the business routes through the City which represents the objective of the City.

Because of the financial limitation, we can not achieve the one-way system in one project. Therefore, it is proposed to accomplish the objective in a series of four phases. The off-ramp structure represents Phase "A", and because of the access to the core area, it should have the highest priority. On this phase the City can make available the required right-of-way, and we can cause to be removed the brick grocery store that now exists within the proposed right-of-way. In addition, the City would be responsible for landscaping of the new route, and this landscaping would become a part of the Veterans Park development plan, for which we have funds available, and a landscaping architect is now developing preliminaries for such plan.

Phase "C" of the proposed plan consists of reinforcement and reconstruction of Klamath Avenue between 4th and 11th Streets, and this work financed entirely by the City. Some time ago the Council directed us to proceed with this work, and such reconstruction is now in the final stages.

The other phases ("B" and "D") would be scheduled at a later time and financed jointly by the State and City. We have an alternate location on Phase "B" (copy enclosed), which shifts the alignment further into the park from Center Street, thus gaining better truck access to the industrial property of Modoc Lumber Company, and also eliminates purchase of right-of-way on the east side of Center Street from Copeland Yard.

It would please the Council and substantially benefit the business district if the off-ramp structure could be programmed in the near future. Thank you very much for your consideration in this matter.

Very truly yours,

Bob G. Kyle
City Manager

BGK:cac

Enclosures

RECEIVED
AUG 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE

ALTERNATE TO PHASE "B"

- WEST BY-PASS OFF-RAMP STUDY -
- KLAMATH FALLS, OREGON - AUGUST 1964 -

EVAUNA ST.

1ST STREET

2ND STREET

3RD STREET

4TH STREET

PINE STREET

MAIN STREET

CENTER ST.

KLAMATH AVENUE

PHASE "B"

LINK RIVER

WEST MAIN

SOUTH RIVERSIDE

WEST

KLA

PHASE "A"

CENTRAL COMMERCIAL AREA

CEDAR
HIGH
STREET
ALLEY
CEDAR ST.
STREET
WEST SIDE BY-PASS U.S. 97
PINE
STREET
PAYNE
EWAUNA
1 ST
2 ND
3 RD
MAIN
STREET
KLAMATH
AVENUE
CENTER
STREET
STREET
COUNTY LIBRARY
WALNUT
OAK
"A"
LAKE
EWAUNA
PHASE "B"
REA

FREMONT SCHOOL

HIGH STREET

KLAMATH VALLEY HOSP

PINE STREET

3 RD

4 TH

5 TH

6 TH

7 TH

8 TH

MAIN STREET

COURT HOUSE

STREET

STREET

STREET

STREET

STREET

KLAMATH AVENUE

LIBRARY

CITY HALL

PHASE "C"

WALNUT

AVENUE

AVENUE

OAK

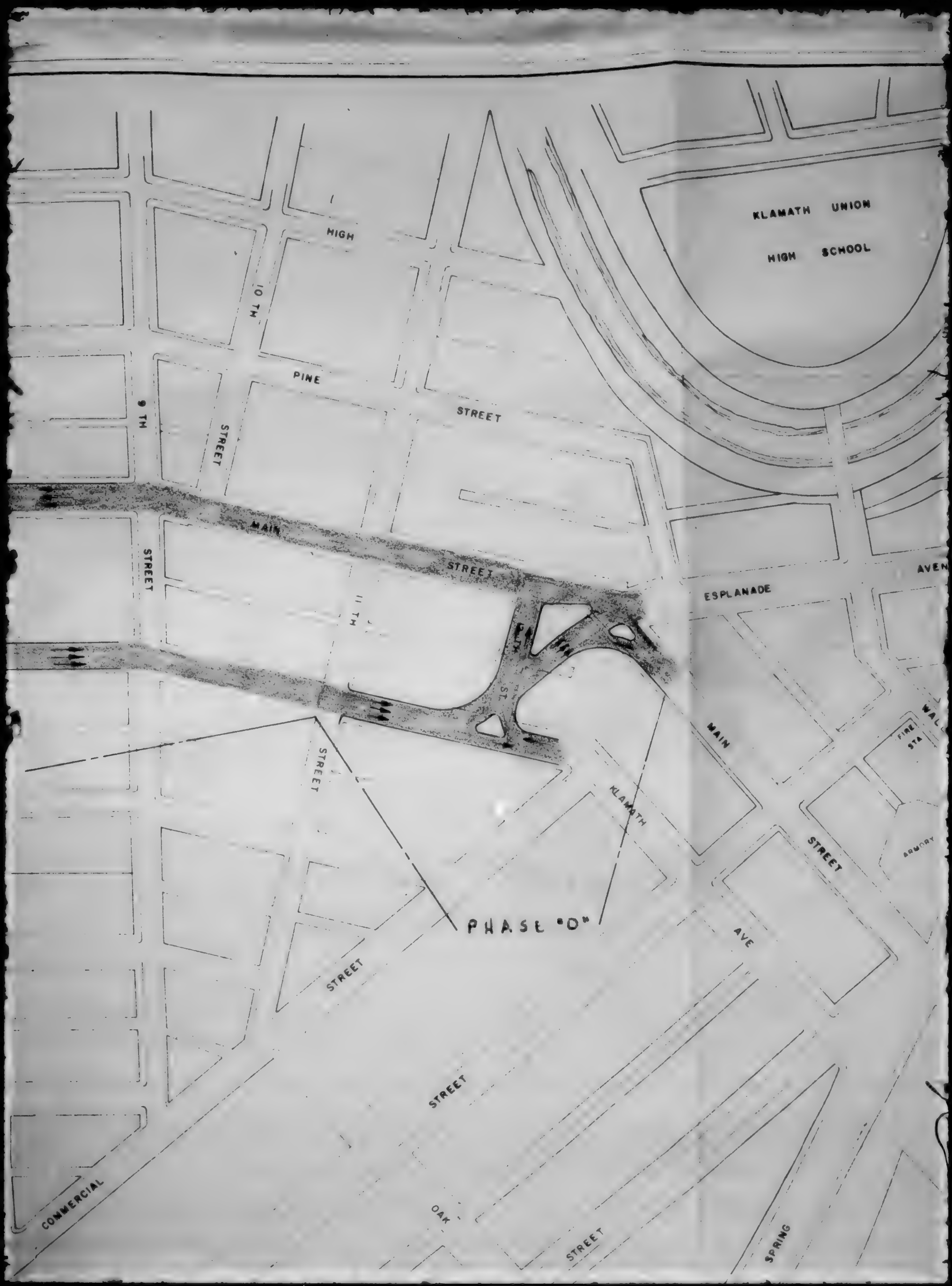
PLUM

AVENUE

WILLOW

AVE

COMMER


KLAMATH UNION
HIGH SCHOOL
HIGH
10 TH
PINE
STREET
9 TH
STREET
MAIN
STREET
STREET
11 TH
ESPLANADE
AVEN
MAIN
FIRE STA
STREET
KLAMATH
STREET
ARMORY
PHASE "D"
AVE
STREET
STREET
COMMERCIAL
OAK
STREET
SPRING

KLAMATH UNION

HIGH SCHOOL

KIT CARSON WAY

ALAMEDA

ST

AVENUE

ANADE

WALL

FIRE STA

STREET

ARMORY

STREET

AVENUE

MENLO

ST.

STREET

MICHIGAN

AVE

ELDORADO

FLEISHHACKER

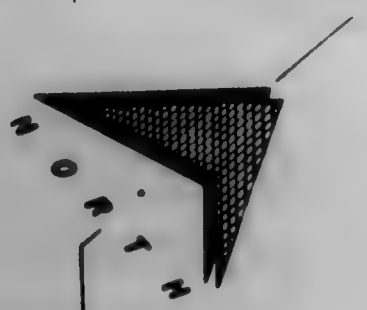
STREET

ST

MORTIMER

SPRING

CENTRAL COMMERCIAL AREA



KLAMATH FALLS

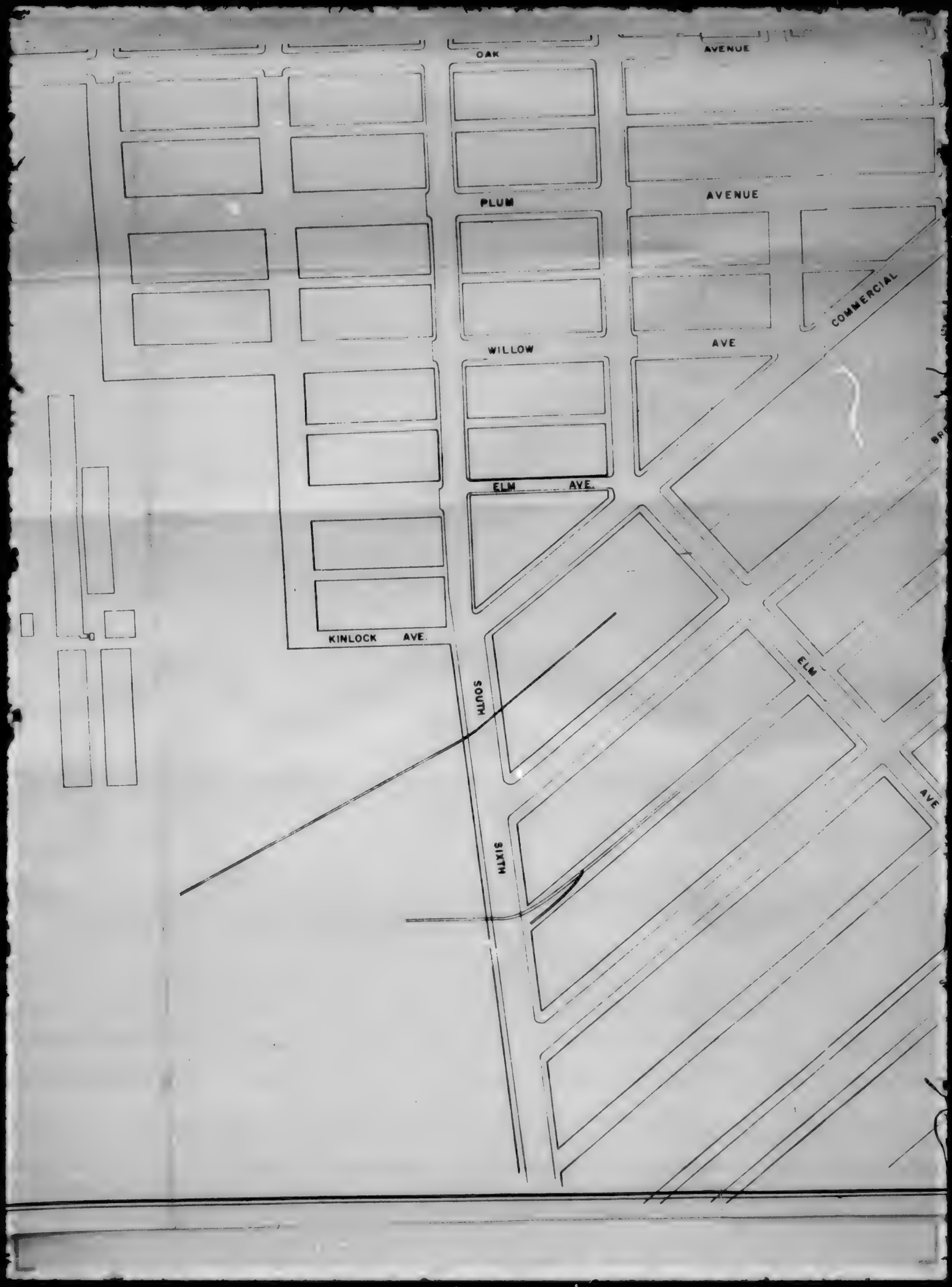
OREGON

OAK

PHASE "B"

EWAUNA

LAKE


OAK
AVENUE
PLUM
AVENUE
COMMERCIAL
WILLOW
AVE
ELM AVE.
KINLOCK AVE.
SOUTH
SIXTH
ELM
AVE

PHASE "D"

STREET

AVE

STREET

RCIAL

OAK

STREET

SPRING

BROAD

AVE

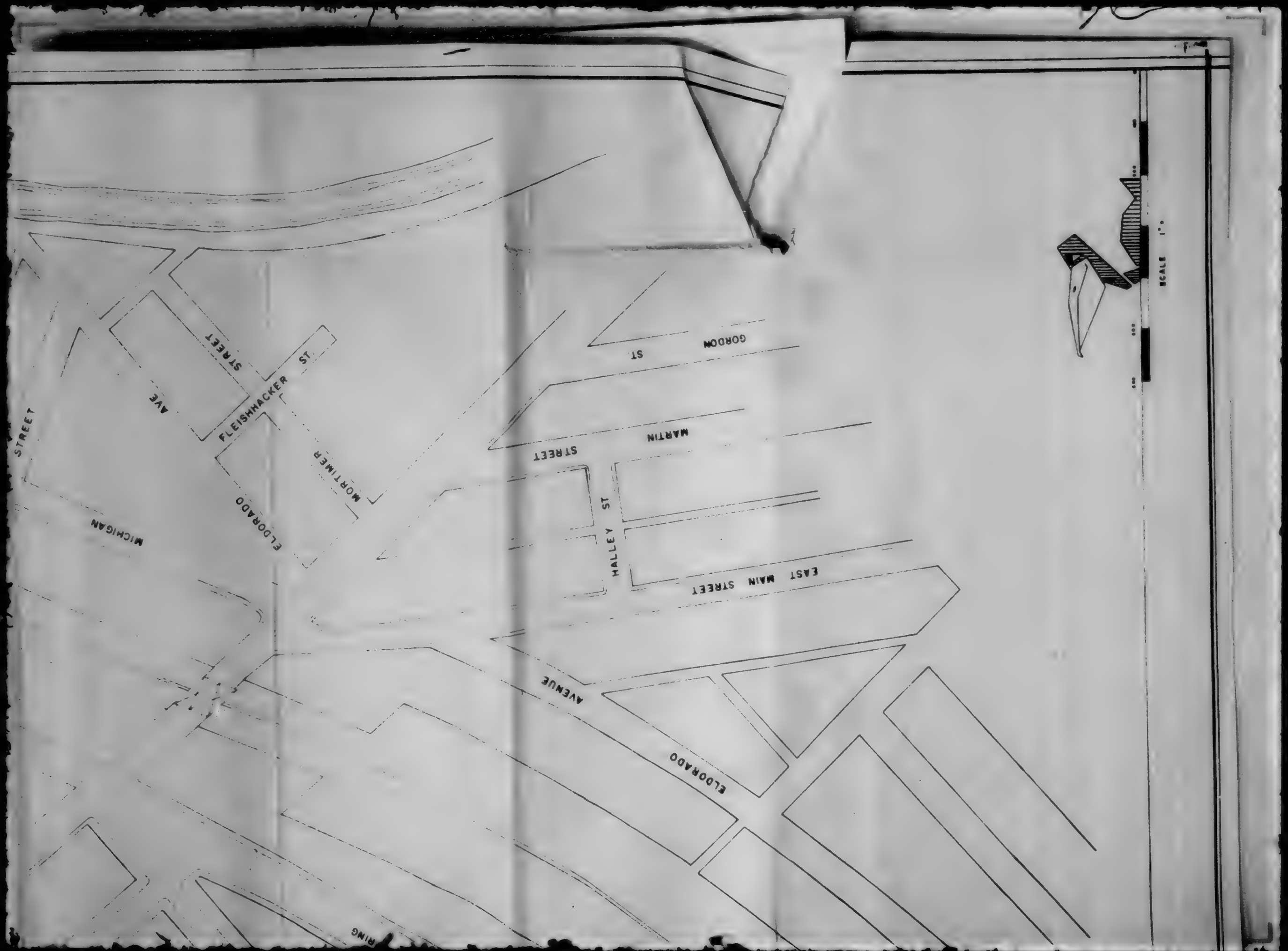
MARKET

STREET

AVE

SPRING

ELDORADO


STREET
AVE
STREET
FLEISHHACKER ST
MORTIMER
ELDORADO
MICHIGAN
RING
GORDON ST
MARTIN STREET
HALLEY ST
EAST MAIN STREET
AVENUE
ELDORADO
SCALE 1"

Salem, Oregon
August 3, 1964

Mr. R. L. Porter
Deputy State Highway Engineer

Main Street Connection
and Improvement
Klamath Falls

Reference is made to Mr. Cooper's July 16 letter to you and your "see me" assignment.

Rather recent advice from the City of its present construction on Klamath Street made a revision of our original figures necessary. Because of the City's program, the estimate broken into six sections is as follows:

(1) Structure to cross Link River and connection to Main Street near Cedar Street. This is the section on which the City has requested construction by the State be undertaken at the earliest possible time.	$275,000
(2) Main at Cedar to Klamath at Center.	$ 39,000
(3) Klamath Street improvement (resurface 52 feet wide) Center to Fourth.	$ 72,000
(4) Klamath Street (resurface 52 feet wide) Fourth - Twelfth.	$134,000
NOTE: The City is now improving this section by patching, overlay, or full resurface as it considers necessary. The City's costs will probably be far less than the full resurface estimated here.	
(5) Cut over from Klamath at Twelfth to Esplanade at Pine Street. (Twelfth?)	$118,000
(6) Widen Esplanade from Wall Street to Spring Street.	$ 12,000

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

FORM E-30 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1964

SUBJECT: Main Street-Klamath Street Couplet
Klamath Falls

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

As requested, an estimate ($275,000) has been made for a northbound off ramp from our Link River structure to Main Street in Klamath Falls. Estimates have also been made for: (1) a cut over from Main Street to Klamath Street at Center Street - $39,000; (2) improvement of Klamath Street by fully resurfacing the existing 52-foot curbed section from Center to 12th - $206,000; (3) a cut over from Klamath to Main or Esplanade at 12th - $118,000; and (4) widening Esplanade from Wall Street to Spring Street - $12,000. A sketch map of the areas estimated is attached.

We have since been advised that the City is improving Klamath Street from 4th to 12th with new curbs and sidewalks, full resurfacing where indicated and an overlay elsewhere. This is to be completed this fall and would leave a prorated $72,000 to complete the section from 4th to Center.

Mosaics showing the approximate designs will be given to Mr. Cox for discussion with the City, as requested in Mr. Cooper's letter.

F. D. Morgan
Construction Engineer

By A. D. Olson
A. D. Olson
Urban Engineer

ADO:jp
Attach.

cc: H. S. Cox

RECEIVED
JUL 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 26 1964
FOR FILING

May 26, 1964

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

On April 1, you asked me to review the proposed one-way street couplet matter in Klamath Falls and report to you. I believe that Mayor Robert Wantch had made a request to you re this matter.

This proposal has been under consideration by the City and the State for many years and it has generally broken down on two points: (1) the inability of the City to finance its part of the program, and (2) the fact that a substantial portion of Klamath Avenue northerly of the city park is occupied by the activities of a lumber company and no one has been willing to take the needed action to allow the necessary public use of the street.

The present cost of the project is $690,000 and involves a structure across the Link River, substantial grading and paving work southerly of Second Street, some resurfacing of Klamath Avenue, and construction of a cutover northerly of 11th Street from Klamath Avenue to Esplanade.

I do not believe that we would be in a position to finance a project of this magnitude at this time, even with the City picking up part of the tab, which I believe it should do. At the present time, we are buying right-of-way to be followed by a construction project for four laning East 6th Street from the KID Canal to Patterson Avenue. This is a rather expensive project and has the support of local groups, including the city administration, as the most needed project in the Klamath Falls area.

I am attaching a small map on which the north-bound one-way proposal is shown.

If you wish anything further in this connection, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Enc.

cc R. L. Porter
Victor D. Volfe

..-1139 Willamette River Bridges 19..
(Springfield Sec., McKenzie
#6896 Hwy. (Illum. instal. complete)

CAT 3120

RECEIVED
MAR 1 - 1967
Form Filed 3
20-1139
6896

March 1, 1967

St. Paul Fire & Marine Ins. Company
Portland Office
1500 N.E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6896 awarded to Sims Electric Company for illumination installation on the Willamette River Bridge at Springfield in Lane County was completed on November 23, 1966, and accepted by the Highway Commission on February 28, 1967.

Final payment in the amount of $598.30 will be released to the contractor after March 8, 1967. The total contract amount is $20,124.28 including $174.28 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Sims Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon 97470

Bailey & Debernardi Insurance, Inc.
Roseburg, Oregon 97470

L.H. Young
C.H. Maiscn
Attn: John Herr

RECEIVED
MAR 1 - 1967
FOR FILING

20-1139
6896

February 28, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 23, 1966 on Contract No. 6896. The contract was with Sims Electric Company and was for installation of illumination on the Willamette River Bridge at Springfield on the McKenzie Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 28, 1967 and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc Floyd Query
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
L. R. Chandler

bg ja

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Willamette River Bridges (Springfield)	WEEK ENDING: 11-26-66
		SECTION PREFIX: 20-1139
	HIGHWAY: McKenzie	COUNTY: Lane
NAME OF JOB: Willamette River Bridges (Springfield)	KIND OF WORK: Illumination Installation	
CONTRACTOR: Sims Electric Co.	CONTRACT NUMBER: 6896	FEDERAL AID PROJECT NUMBER: —
DATE OF CONTRACT: 8-8-66	DATE WORK STARTED: 8-15-66	ESTIMATED COMPLETION DATE: 11-24-66
AVERAGE FORCE ON PROJECT FOR THE WEEK 3 MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS: —	WORK DAYS USED: —
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 89
	SPECIFIED COMPLETION DATE: —	PERCENT OF TIME ELAPSED: 99%
PROJECT AUTHORIZATION: $ 22,443.75		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 20,847.75	ENGINEERING AUTHORIZATION: $ 1,596.00	
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 20,150.00	ENGINEERING COST TO DATE: $ 1,140.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%
ESTIMATED PERCENT [redacted] UNDERRUN: 3.11%	PERCENT OF AUTHORIZATION: 71 %	DATE PROJECT WAS COMPLETED: 11-23-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	Not Applicable				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Boom Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	—							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Partly Cloudy			
TUESDAY	Partly Cloudy			
WEDNESDAY	Partly Cloudy			
THURSDAY	Partly Cloudy			
FRIDAY	Partly Cloudy			
SATURDAY	Partly Cloudy			

RECEIVED
DEC 1966
DLN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 11-21	Continued painting light poles and mast arms.
TUESDAY 11-22	Painting light poles and mast arms.
WEDNESDAY 11-23	Completed painting light poles and mast arms.
THURSDAY 11-24	Holiday- No activity
FRIDAY 11-25	No activity
SATURDAY	

REMARKS

Status: Project complete except for final inspection.

FINAL REPORT

cc: Traffic Engineering
Construction Division

SIGNED E. A. Jones LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 8 - 1966
FOR FILING
20-1121
6196

MISC. CONTRACTS and
AGREEMENTS No. 3120

July 21, 1966

Mr. William E. Mansell
City Recorder
City of Springfield
Springfield, Oregon

Agenda Item
4m
7-14-66

Dear Mr. Mansell:

We are enclosing for your records a fully executed copy of an Agreement covering installation of illumination of the Willamette River Bridges at the crossing of Main and South "A" Street on the McKenzie Highway in Lane County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
AUG 10 1966

FORM E-720

FOR FILING

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH M. RIDLEY, MEMBER
BAKER

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6896

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Sims Electric Inc.
721 S.E. Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6896 for the following project:

Illumination installation on the Willamette River Bridges (Springfield) Section of the McKenzie Highway in Lane County.

This award was based on your bid of $19,950 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
C. D. Mrstik (SLAC)
I. D. Merchant

RECEIVED
JUN 10 1966
FOR FILING

June 10, 1966

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been executed by the City of Springfield covering the installation of illumination of the Willamette River bridges at the crossing at Main and South "A" Street on the McKenzie Highway in that city.

This agreement provides that the City shall pay for the electrical energy consumed by those luminaire units which will be within the corporate limits of the city. The State will pay all the cost of the original installation, maintain all units, and pay for electrical energy for those units outside the city limits. This project is estimated to cost $18,000 to be taken from State Construction Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
R. N. Bothman
C. H. Maison
H. S. Cox
L. R. Chandler

FBCLnjc fn

21-3362 Beverly Beach State Park 1906
(State Park Overnight camp
#6897 extension)

C + A 2055

RECEIVED
SEP 12 1967
FOR FILING

21-3362

6897

September 11, 1967

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $55.72 will be made to White Bros. Construction Company on Contract No. 6897 for overnight camp extension in Beverly Beach State Park on the Oregon Coast Highway in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $139,670.81 including the post-final payment. Of the total $659.79 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhq

cc White Bros. Construction Co., Inc.
P. O. Box 683
Walla Walla, Washington

C. H. Maison
Attn: John Herr

RECEIVED
SEP 12 1967
FOR FILING
21-3362
6897

September 11, 1967

General Insurance Company of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

A post-final payment for $5,000 will be made to White Bros. Construction Co., Inc., on Contract No. 6897 for overnight camp extension in Beverly Beach State Park on the Oregon Coast Highway in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $139,615.09 including the post-final payment. Of the total $604.07 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc White Bros. Construction Co., Inc.
P. O. Box 683
Walla Walla, Washington

C. H. Maison
Attn: John Herr

RECEIVED
SEP 8 - 1967
FOR FILING

21-3362

6897

September 8, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed March 2, 1967, on Contract No. 6897. The contract was with White Bros. Construction Co., Inc. and was for construction of an overnight camp extension at Beverly Beach State Park on the Oregon Coast Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 8, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
V. D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
R. D. Asburry

kf kf

RECEIVED
SEP 8 - 1967
FOR FILING

21-3362

6897

September 8, 1967

General Insurance Company of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6897 awarded to White Bros. Construction Company, Inc., for overnight camp extension in Beverly Beach State Park on the Oregon Coast Highway in Lincoln County was completed on March 2, 1967, and accepted by the Highway Commission on September 8, 1967.

Final payment in the amount of $4,020.33 will be released to the contractor after September 15, 1967. The total contract amount is $134,615.09 including $604.07 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc White Bros. Constr. Co., Inc.
P. O. Box 663
Walla Walla, Washington

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUN 6 - 1967
FOREMAN
21-3362
6897

3H-12

April 26, 1967

White Bros. Constr. Co., Inc.
P. O. Box 683
Walla Walla, Washington

Gentlemen:

The State Highway Commission at its meeting on April 25, 1967, considered your request for an extension of time on Contract No. 6897 in the Beverly Beach State Park on the Oregon Coast Highway in Lincoln County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to February 19, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc R. D. Asburry
H. H. Patterson
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-20 50M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1967

SUBJECT: Extension of Time
Beverly Beach State Park
Oregon Coast Highway
Contract No. 6897

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a request from White Bros. Construction Co., Inc., contractor on the subject contract, for an extension of the specified completion date from December 31, 1966, to March 2, 1967. The contractor's request is based on a delay in awarding the contract, excessive rain which delayed the contractor's work, a grade change in the drive-through stalls and delays in receipt of certain factory-ordered materials.

Bids for this project were received on July 28, 1966, and the contract forms were mailed on August 16, 1966. This is 19 days and is within the time allowed by the Standard Specifications. No extension for this reason is justified.

Approximately 62% of the time during November and December, when the contractor claims he was delayed by adverse weather conditions, was rainy. Wet weather conditions in this area could have been anticipated and without a shut-down order no extension can be justified.

Grades for the drive-through stalls adjacent to the utility building were revised by Extra Work Order No. 2. This work was accomplished over a period of 10 calendar days. The work did delay other grading work in the subject area but since other concurrent work was in progress, an extension of 7 calendar days is all that can be justified.

Metal stalls for the utility buildings were ordered in August, 1966, but were not delivered to the project until January 10, 1967. The effluent pumps which were specified required single phase electric motors. The contractor started seeking a source for these motors in the early stages of the contract. The motors were not available in suppliers' stocks and had to be manufactured. The order for these motors was confirmed November 8, 1966, but they were not delivered to the project until February 24, 1967. These delays were due to the military priorities presently in effect. The contractor was performing normal contract work between the specified completion date of December 31, 1966, and January 27, 1967, including installation of the metal stalls after January 10, and we do not believe an extension for this entire time would be justified. However, an extension of at least one-half of the time between

January 10, and January 27, should be allowed, plus all of the time from January 27, through March 2, 1967. This represents a total of 43 calendar days.

This project was completed March 2, 1967, at which time 61 penalty days had accrued with liquidated damages amounting to $6,100. The reasons listed above justify an extension of 50 calendar days and we recommend that the specified completion date be extended to February 19, 1967. This will reduce the liquidated damages, leaving $1,100 outstanding.

This is a state project governed by the current Standard Specifications.

A rough draft of a letter to the Highway Commission is attached.

F. D. MORGAN,
Construction Engineer

By John A. Bond

JOHN A. BOND,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young
I. D. Merchant

RECEIVED
APR 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6897 Contractor White Bros. Construction Co., Inc.

Highway Oregon Coast

Section Beverly Beach State Park

Kind of Work Overnight Camp Extension

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Grade revision for drive-through parking stalls performed under Extra Work Order No. 2 justifies an extension of 7 calendar days. Delay in receiving metal stalls and the single phase electric motors justifies an extension of 34 calendar days.

Recommended for Approval:

R. D. ASBURRY
Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6897

Project designation State
State-Federal

Date awarded August 8, 1966

Work started August 15, 1966

Per cent completed ~~100%~~ March 2, 1967
Date

~~No. of Workdays Allowed~~
Specified Completion Date: Dec.31,1966

~~No. of Workdays Used~~
Request Extension to Feb. 19, 1967.

~~No. of Added Workdays Requested~~

E—220 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 17, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 12/31/66 ~~days~~ to 3/2/67 ~~days~~, within which to complete our Contract No. 6897, without the assessment of liquidated damages. The said contract is described as follows:

Overnight Camp Extension, Beverly Beach State Park

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1. Delay in awarding Contract shortened good weather availably.
2. Excessive rain in the months of November and December caused delay due to not being able to cross existing sewer and water lines.
3. Grades to be changed for drive through stalls in area adjacent to the utility building, change order not yet executed, will cause two (2) weeks delay as we have not been able to work in this area due to change.
4. Due to delays of factory orders of materials to be used on project.

Respectfully submitted,

White Bros. Construction Co, Inc.
Contractor

By T. W. White

CONSENT OF SURETY

Date March 20, 1967, 19

We, General Insurance Company of America

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

By .....
Attorney-in-fact (L. W. Neff)

MANSFIELD & CO.

By .....
Resident Agt

(SEAL)

RECEIVED
APR 20 1967
FOR FILING

21-4262
Fred W. Hill, Member
Helix
61-1

April 19, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 12
April 25, 1967 meeting

Gentlemen:

White Bros. Construction Co., Inc., contractor on the Beverly Beach State Park project on the Oregon Coast Highway in Lincoln County, Contract No. 6897, requests an extension of the specified completion date from December 31, 1966, to March 2, 1967. The contractor's request is based on a delay in awarding the contract, excessive rain which delayed the contractor's work, a grade change in the drive-through parking stalls, and delays in receipt of certain factory-ordered materials.

The delay between the date bids were received and the mailing of the contract forms is within the amount allowed in the Standard Specifications. No extension is justified.

Wet or rainy conditions in this area should have been anticipated and because no Stop Work Order was issued, an extension for this reason is not justified.

Grades for some of the drive-through parking stalls were revised and the work was accomplished under an Extra Work Order. This delayed other grading work and an extension of seven calendar days is justified.

There was a delay in delivery of specified metal stalls for the utility buildings and single-phase electric motors for the effluent pumps. The contractor ordered these materials well in advance of the completion date but due to military priorities, they were not delivered until after the specified completion date. This delay justifies an extension of 43 calendar days.

The project was completed March 2, 1967. I recommend that the specified completion date be extended to February 19, 1967. This will reduce the liquidated damages to $1,100.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
P. D. Ritsch
Victor D. Wolfe
F. D. Morgan
L. H. Young
Ivan Merchant
C. H. Maison
R. D. Asburry

DES:nn fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6977 Contractor White Bros. Construction Co., Inc.

Highway Oregon Coast

Section Beverly Beach State Park

Kind of Work Overnight Camp Extension

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted]r **GRANTED.** The reasons for such recommendation are as follows:

Grade revision for drive-through parking stalls performed under Extra Work Order No. 2 justifies an extension of 7 calendar days. Delay in receiving metal stalls and the single phase electric meters justifies an extension of 34 calendar days.

Recommended for Approval:

R. D. A[redacted]
Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6977

Project designation State
State-Federal

Date awarded August 8, 1966

Work started August 15, 1966

Per cent completed [redacted] March 2, 1967
Date

[redacted]
Specified Completion Date: Dec. 31, 1[redacted]

[redacted]
Request Extension to Feb. 19, 1967.

No. of Added Workdays Requested

B—310 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 17, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 12/31/66 ~~days~~ to 3/2/67 days, within which to complete our Contract No. 6897, without the assessment of liquidated damages. The said contract is described as follows:

Overnight Camp Extension, Beverly Beach State Park

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1. Delay in awarding Contract shortened good weather availably.
2. Excessive rain in the months of November and December caused delay due to not being able to cross existing sewer and water lines.
3. Grades to be changed for drive through stalls in area adjacent to the utility building, change order not yet executed, will cause two (2) weeks delay as we have not been able to work in this area due to change.
4. Due to delays of factory orders of materials to be used on project.

Respectfully submitted,

White Bros. Construction Co, Inc.
Contractor

By T. W. White

CONSENT OF SURETY

Date March 20, 1967, 19

We, General Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By
Attorney-in-fact (L. W. Neff)

HANSFIELD & CO.
By
President

(SEAL)

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Beverly Beach State Park	WEEK ENDING: March 10, 1967	
	SECTION PREFIX: 21-3362	
HIGHWAY: Oregon Coast	COUNTY: Lincoln	
NAME OF JOB: Beverly Beach State Park	KIND OF WORK: Overnight Camp Extension	
CONTRACTOR: White Bros. Construction Co., Inc.	CONTRACT NUMBER: 6897	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 8, 1966	DATE WORK STARTED: August 15, 1966	ESTIMATED COMPLETION DATE: March 2, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 175,264.87	SPECIFIED COMPLETION DATE: December 31,1966	PERCENT OF TIME ELAPSED: 143%
EXCLUSIVE OF ENGINEERING: $ 162,801.59	ENGINEERING AUTHORIZATION $ 12,463.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 134,615.09	ENGINEERING COST TO DATE $ 15,454.88	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 17 %	PERCENT OF AUTHORIZATION 124 %	DATE PROJECT WAS COMPLETED: March 2, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.45	0.45			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.45	0.45			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,000	2,920			
TOTAL QUANTITIES CORRECTED TO DATE	6,483	3,000			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,483	3,000			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Ptly. Cloudy			Routing
TUESDAY	Clear			
WEDNESDAY	Lt. Rain			
THURSDAY	Rain			
FRIDAY	Snow & Rain			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by Contractor on this project.
TUESDAY	Same as Monday.
WEDNESDAY	Same as Monday.
THURSDAY	Same as Monday.
FRIDAY	Same as Monday.
SATURDAY	

REMARKS

Semi-final was submitted on March 10, 1967.

This is the last weekly report on this project.

Project is being paved this week under State Maintenance contract.

SIGNED R. R. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 10 1966

FORM S-12

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

21-376
6897

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

August 9, 1966

White Bros. Construction Co., Inc.
P. O. Box 603
Walla Walla, Washington

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6897 for the following project:

Beverly Beach State Park Overnight Camp Extension in Lincoln County.

This award was based on your bid of $144,691 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant
Dave Talbot

RECEIVED
JUN 8 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

21-3362
6892

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 6, 1966

Mr. C. . Olcott
Administrative Assistant
Central Lincoln P.U.D.
255 S. W. Coast Highway
Newport, Oregon 97365

Amendments #19 and #20 to
Master Agreement C & A #2055
Beverly Beach State Park
Carl G. Washburne Memorial Park
Lincoln and Lane Counties

Dear Mr. Olcott:

Attached are the signed amendments #19 and #20, to the Master Agreement C & A #2055 dated January 23, 1959, to cover the new installations at Beverly Beach and Carl G. Washburne Memorial State Parks.

Very truly yours,

Richard I. McCosh
Assistant State Parks
Superintendent

Attachments
RIM:PED:hl
cc: Floyd Query
C. H. Maison
C. H. Lenz

NOTED
LLOYD P. SHAW

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6852 Ends with: Contract#6897

FLASH CARDS: Begin Each Contract

Remarks: #6852 continues from reel 129

Reel No. 130 Reduction Ration 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 8th day of May, 1981 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Silvar Storm